



# latitude **38**

the Sonoma County magazine  
VOL. 3 JUNE

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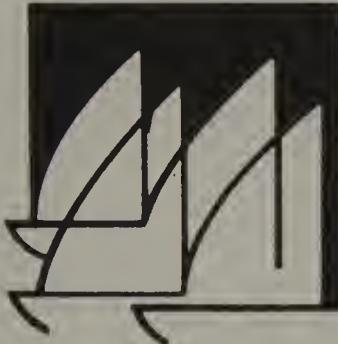
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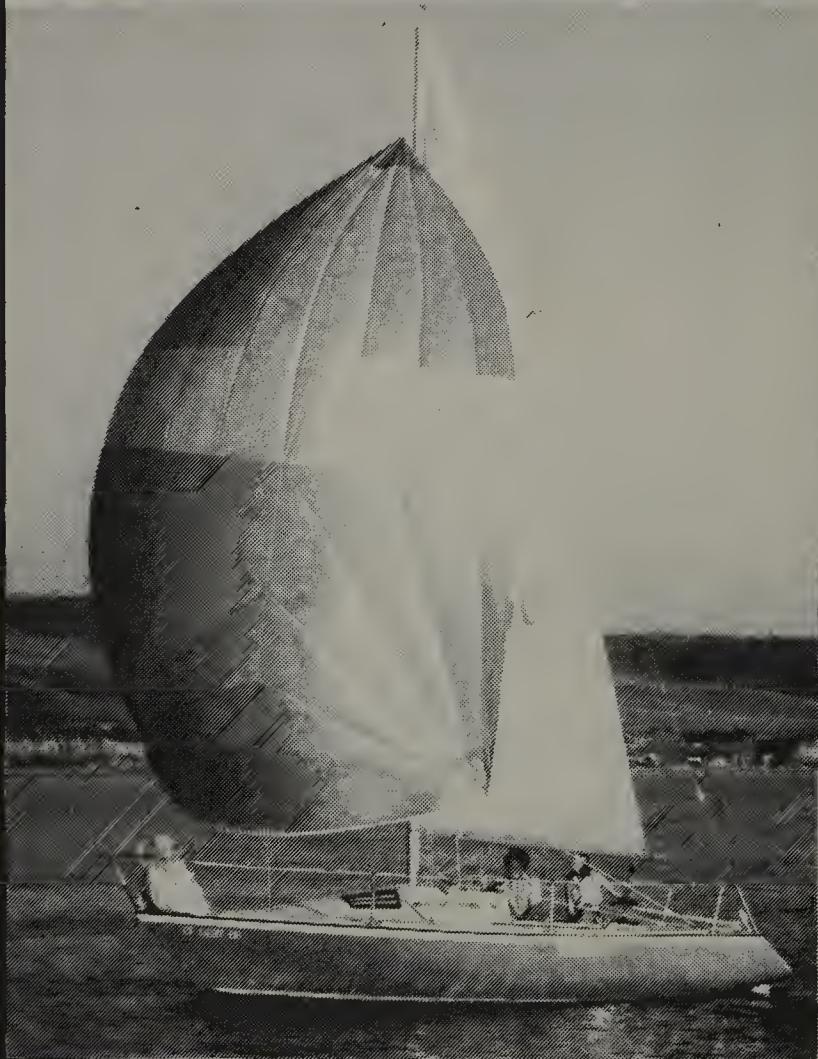
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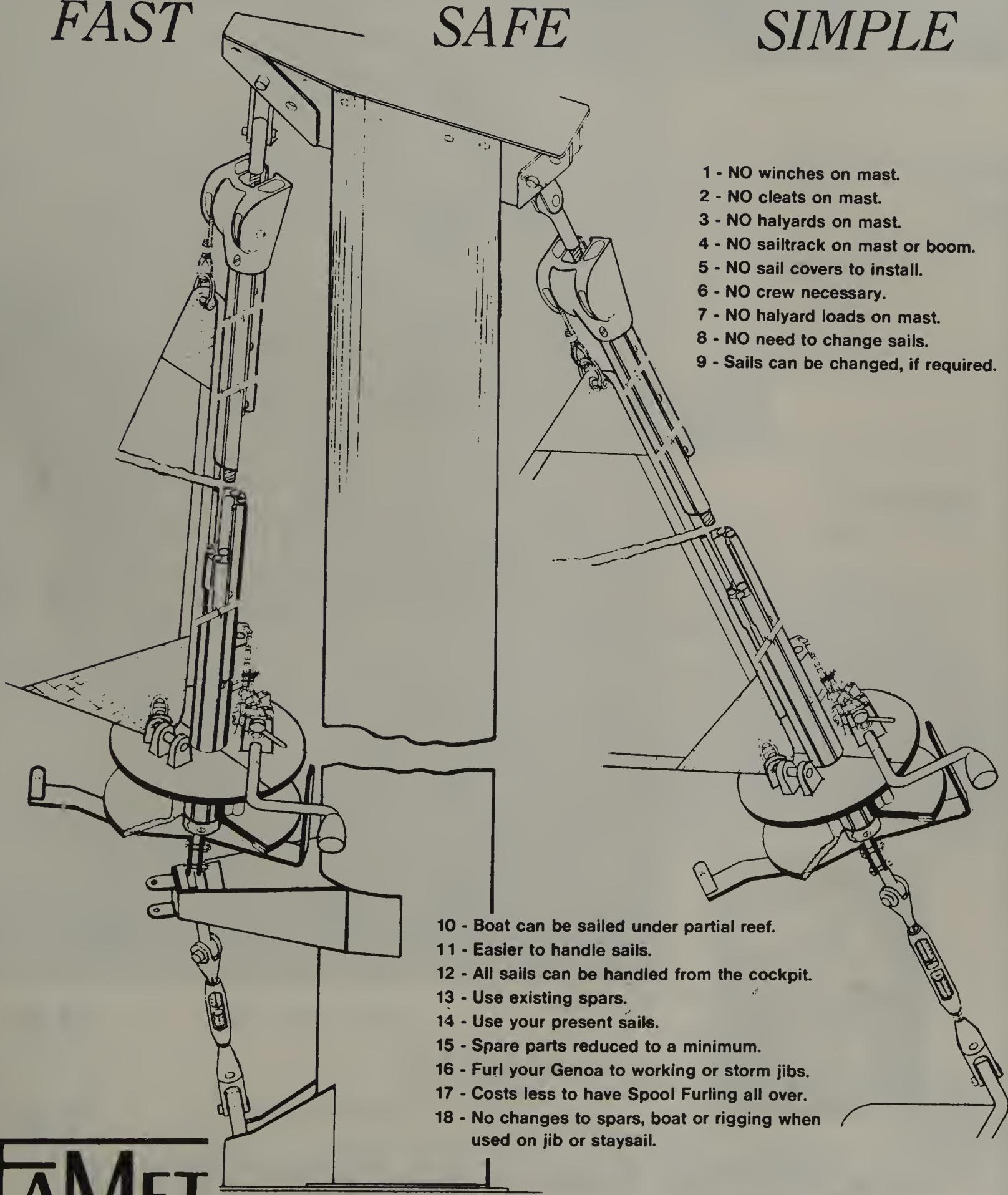
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- 5 - NO sail covers to install.
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- 8 - NO need to change sails.
- 9 - Sails can be changed, if required.

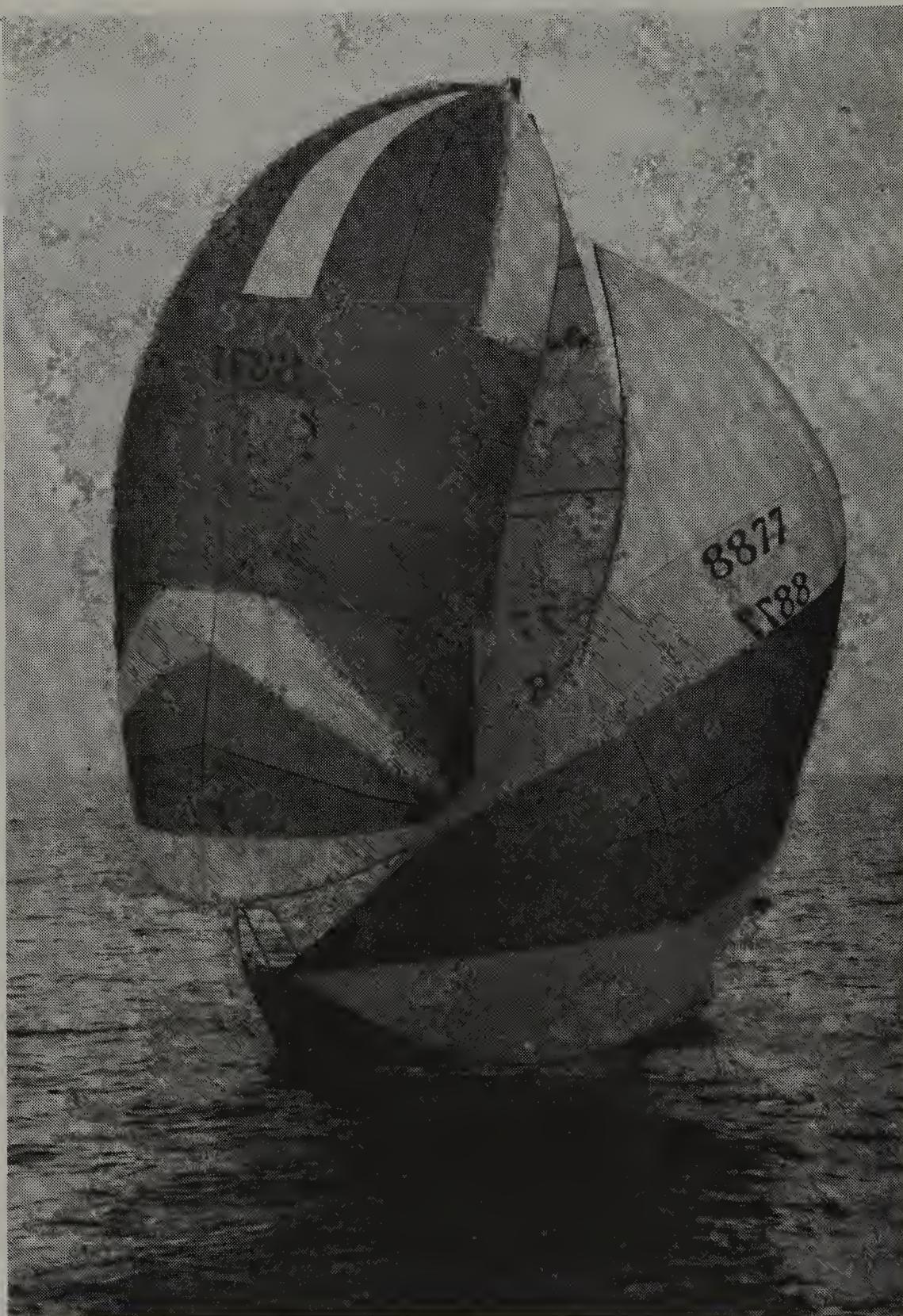
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- 11 - Easier to handle sails.
- 12 - All sails can be handled from the cockpit.
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- 14 - Use your present sails.
- 15 - Spare parts reduced to a minimum.
- 16 - Furl your Genoa to working or storm jibs.
- 17 - Costs less to have Spool Furling all over.
- 18 - No changes to spars, boat or rigging when used on jib or staysail.

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"Nightingale" was chartered by Chris Corlett for the Y.R.A. season and won IOR division E with a 1, 1, 1, 1, 1, 2, 2, record.

Christopher bought his sails from Richards and van Heeckeren.



\*Nightingale

415/444-4321

## Richards and van Heeckeren

SAILMAKERS ON THE EMBARCADERO AT SIXTH AVE., OAKLAND, CALIFORNIA, 94606

\*Powered by Pineapples.

# CONTENTS

7	editorial
9	calendar
11	letters
14	sightings
18	winner
20	sailmaker's
24	bear boat
26	changes in latitudes
30	folkboat worlds
36	mini-cruise
40	tuesday night
42	subscriptions

COVER PHOTO BY CLINT FERRARA: QUICKSTEP II

# O'Neill's YACHT CENTER

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DEALERS FOR:

**SANTANA**

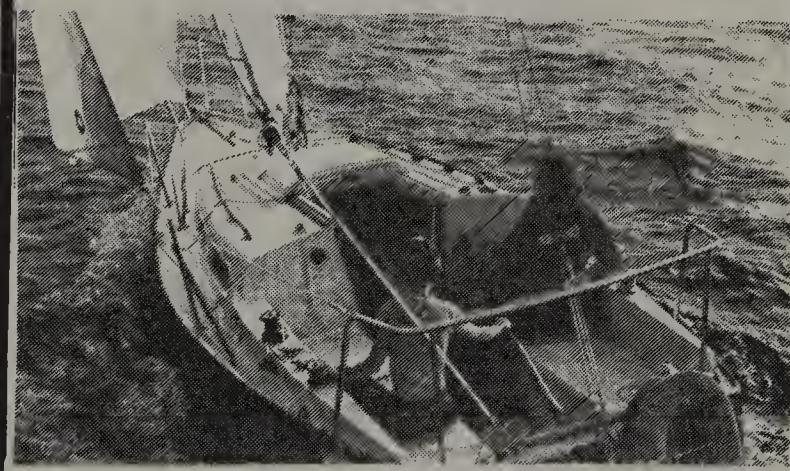
**20**

NORTHERN  
CALIFORNIA'S  
LATEST  
RACING  
SENSATION



MULL'S SUPER HOT

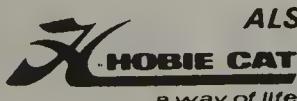
**Ranger**  
**23**



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# EDITORIAL

We'd like to thank all our readers who have called or written to express their pleasure with our northern California sailing sheet. We're sorry that we can't respond to each of you, but there are only two of us who do most of the work, and we just can't quite find the time to get around to it. But we do thank you.

We do have a request. If you have criticisms, please send them to us. If you have stories, photos, good lies, or anything of interest to our readers, please send that to us also.

If you have something nice to say, you could help us out by mentioning it to our advertisers. These are the people who deserve the real thanks, for they are the ones who are giving us the opportunity to bring you Latitude 38. When you do have a chance, why not give them a crack at your business, we think they deserve it.

It wouldn't be fair if we didn't say a word about subscriptions here, since we haven't missed a month yet. First month we said we'd print a subscription form. We didn't. Second month we said subscriptions were \$10 a year — we lied, they're not.

The problem is that we originally did not want subscriptions because it would give us too many jobs to perform. However, we have found that even though we have been printing an average of 12,000 copies a month, people are still having to get them second and third hand.

Starting with this issue, we are direct mailing Latitude 38 to a large number of sailors, on a rotating basis, i.e. once every several months. Since a computer will do this by the thousands, a \$10 subscription fee is ridiculously expensive, and we are lowering it to \$4.50 a year. We are sending refunds to all of you who have sent us \$10 for a year's subscription.

For the first time, we urge you to subscribe to Latitude 38, not because we want to get rich, but because when the subscriptions reach a certain level, the Post Office will let us mail them for about 75% less, giving us a greater opportunity to give you more sailing coverage. Please see the big subscription form in this issue.

## *The Northern California Sailing Sheet*

Richard Spindler - Editor & Publisher

Kathy McCarthy - Advertising Manager

(415) 332-9520

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CAL BOATS ★ YACHT BROKERS

CAL 2-27



## CAL 2-27

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**BASE PRICE \$13,625**

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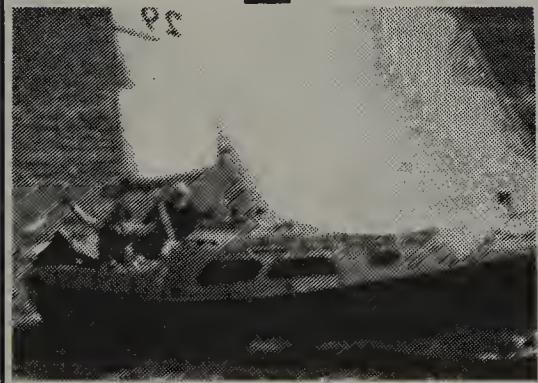
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26



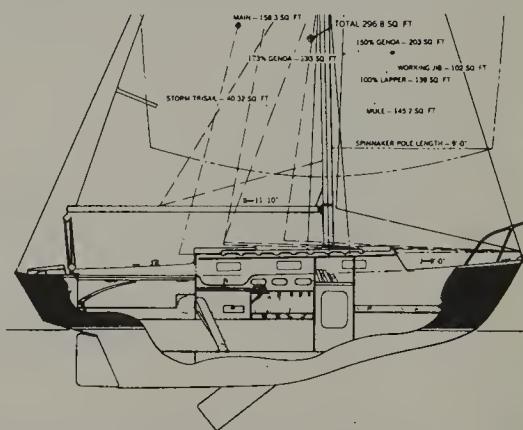
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25' CORONADO	by Wesco	\$8,200
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28' NEWPORT	Diesel	\$22,000
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30' PEARSON	Sparkling	\$23,500
26' COLUMBIA	Coming	\$10,900

You can't lose with this famous Sparkman/Stephens design, one of the most successful in the history of fiberglass boats. This trailerable family cruiser will please you with its extensive teak trim, and sensible price. See it today, sail it tomorrow!

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# Don Wilson

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# CALENDAR

**20**

**may**

woodie weekend — st. francis y.c.  
four races

**29**

**may**

master mariner's regatta — s.f. bay

**20**

**june**

transatlantic race — atlantic ocean

**25**

**june**

singlehanded race to navigation bouy  
834-6877

**2**

**july**

trans-pac — lots of big boats this year

**2**

**july**

mora long distance race to morro bay

**9**

**july**

merlin in hawaii — local prediction

**16**

**july**

ericson 27 nationals — golden gate y.c.  
591-2390 - terry owen

**9**

**august**

around the world race

**0**

**unknown**

great south bay race — south bay  
961-3940 has right month & day

If you have any knowledge of any events, activities, races or race results that you would like published in Latitude 38, please drop a line to CALENDAR, Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965. Send it as early as possible, and we'll do our best to get it published as soon as possible.

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AFTER EIGHT YEARS OF SPECIALIZING IN SUPPLYING AMATEUR BOATBUILDERS WITH EVERYTHING FROM BASIC CONSTRUCTION MATERIAL THRU SPARS AND RIGGING,

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SAT. 9-4:30

SUN 10-3:00

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draft models.

**TANZER 16 / TANZER 22 / TANZER 7.5 / TANZER 26**

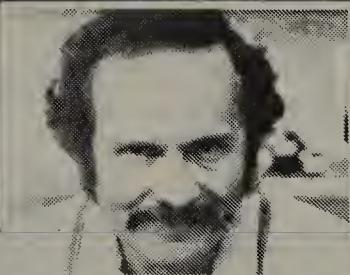
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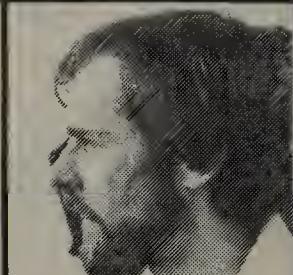
**THANK YOU**

We've been in business for 5 years now, and wish to take this opportunity to express our gratitude to all our customers for their support and friendship. We at Anchorage Marine hope that 1977 will be your best sailing year ever. Thank you.

Rob Lawson  
Alan Little  
Earl Miller

Scott Miller  
Steve Miller  
Tracy Miller

Mike Price  
LaVerne Strohmeyer  
Jan Strohmeyer



**ANCHORAGE**  
**HARDWARE & MARINE, INC.**  
**295 Harbor Drive Sausalito 332-2320**

# LETTERS

Gentlemen:

Enclosed you will find our check for \$10 covering the cost of a one year subscription to Latitude 38. We have found Latitude 38 to be extremely informative, interesting and in tune with today's happenings in our area. Additionally, we love the informal approach of your magazine, as opposed to the usual "sterile" magazines written by professionals. Latitude 38, in our opinion, is a magazine written "by the boater, for the boater". It seems to bring everything and everyone close together, as if we were all one big family. We hope you will never change that!

We're sending our money to you not only because we would like a subscription to your fantastic magazine, but because we're hoping you will be willing to print some articles from time to time about our events in the Association (in which we are secretaries), namely the International Folkboat Association of San Francisco Bay . . . Hint, Hint, Hint! We currently have about 53 members and, of course, are always looking for more. We have monthly activities and our next event to be held in May (21st & 22nd) will be a fun filled weekend at Angel Island, including a BBQ & hike. If you will allow, we'd like to write you after that event and give you a brief rundown of what took place.

Please keep up the good work - we love it!

Sincerely,  
Mr. & Mrs. John Miscovich  
Emeryville

Latitude 38,

I got a copy of your paper at the boat show in Alameda, I'd never seen it before. It's O.K. man. Sail on sailor! is what I say. I don't really have anything against powerboats or powerboaters except that they are smelly and noisy. I think sailing is where its at. So write on, sailor.

Do it,  
Jessie Wilson  
Campbell

*Cover photo by Clint Ferrara.*

*"Winner" photographs by Stan Fannuchi and Latitude 38.*

*"Mini-Cruise" photographs by Sue Rowley.*

*Folkboat photographs by Clint Ferrara, Dianne Beeston, and Latitude 38.*

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41' C.T. Ketch, diesel, 2 staterooms	\$59,995
35' Coronado, diesel, 2 staterooms	\$32,995
34' Cal, lots of gear, very clean	\$28,500
32' Buccaneer, '75, diesel, tri-cabin	\$36,500
30' Pearson, diesel, wheel & more	\$26,995
30' Pearson, full race '76	\$28,900
30' Pearson, full cruise '76	\$28,900
30' Coronado, loaded to cruise	\$23,995
30' Columbia, full cruise equipped	\$24,900
27' Newport, inboard, 3 sails	\$14,995
27' Coronado, new 15 HP o/b, loaded	\$12,895
27' Coronado, lots of room	\$10,995
26' Pearson, '75, well equipped	\$15,900
26' Columbia Mk II, 2 from	\$9,995
26' Columbia Mk I, inboard	\$9,200
24' Dufour, diesel, lots of gear	\$14,995
24' Yankee Dolphin by S&S	\$8,500
23' Columbia, by Alan Payne, 3 from	\$5,995
23' Coronado, by Alan Payne, 2 from	\$5,995
23' O'Day, very clean	\$5,600
23' Aquarius with fixed keel	\$4,995
22' Columbia, fixed keel	\$4,100
22' Catalina w/trailer	\$4,995
21' Columbia day sailor	\$1,995
20' Ensenada w/trailer	\$4,500
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BEAM 11'3" DRAFT 6'

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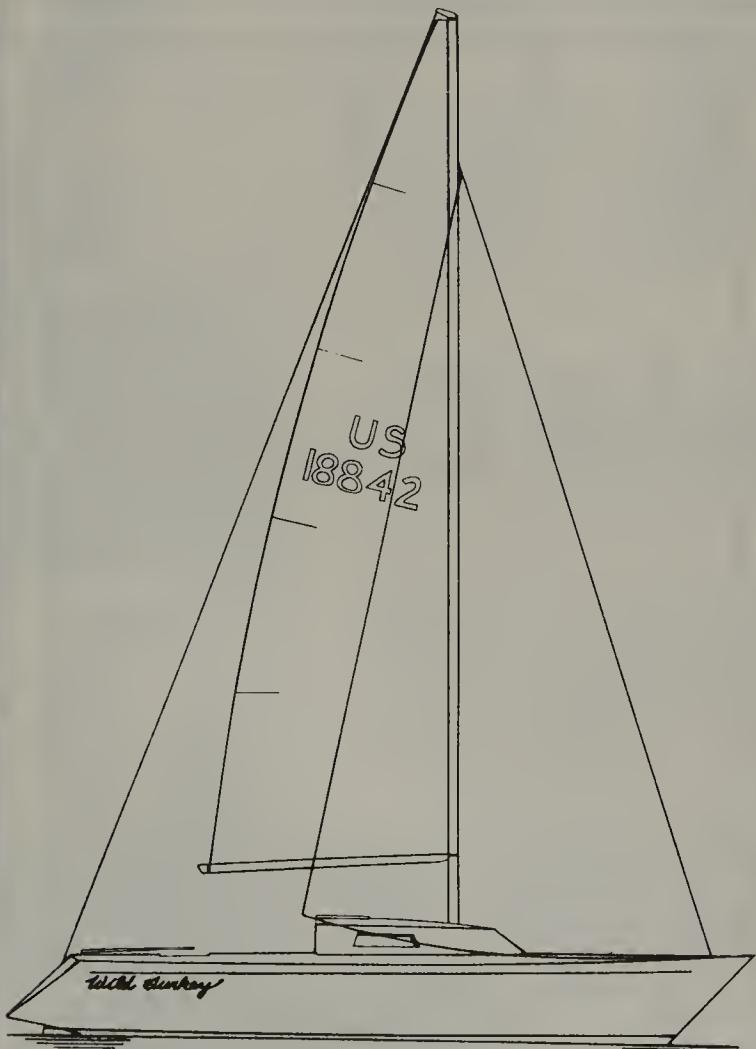
P.O. BOX 1058, 94952

JIM GANNON  
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# "WILD TURKEY" REMAINS UNTAMED

WILD TURKEY, a new half-tonner powered by Mitchell Sails, warmed-up for the North American Championships on San Francisco Bay, by winning both class and overall victories in the 1977 Ano Nuevo Race, the Lightship Race, and the Farallons Race.

Your yacht too can benefit, and deserves the design and quality manufacturing excellence of Mitchell Sails.



# Mitchell Sails

2670 Bridgeway  
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415 332-4104

# LETTERS

Sir:

In reference to your article on phone installations (No. 1, Pg. 12). What you said regarding installing jacks, etc., is valid, however, my wife and I did battle with Ma Bell and won. With much valuable assistance of many people in P.U.C. and, believe it or no, in the ranks of Ma Bell we found THE loophole. If you don't want all the junk hanging on your boat merely have the Telephone Co. install the dockside jack (no way around that, obviously), then, specify you want to LEASE a FIFTY-ONE foot cord to be attached directly to your phone on one end and the jack on the other.

P.U.C. says the Telephone Co. can lease cords over 50 feet. Shorter than that and you must conform to all the bull.

Our installation, including the jack-box on the dock, phone w/cord & jack cost us seventy some odd dollars.  
Sincerely,  
Bob Dwinell  
Alameda

Gentlemen:

We have enjoyed your first two issues of Latitude 38 immensely and have given out numerous free copies to our customers in San Jose. Some of the feedback we have gotten about the magazine includes comments such as, "It's a refreshing approach", "I find it witty and light", "It shares a lot of valuable information regarding sailing", "It's quite different from most other sailing magazines - a nice change". Honestly, there has been nothing adverse offered in regards to the publication and everyone is very appreciative of the fact that they really are getting "something" for nothing. Our customers are looking forward to receiving more copies of the publication, and we hope that you will continue furnishing copies to our business.

In addition, we feel that the article regarding Sea Saga and Silverheels and crew was enjoyable and written in good form. The fact that people today live differently in different situations is plainly a fact of life. The nudity displayed in two small pictures was to us nothing more than an added touch of realism to the experiences of their journey.

Sincerely,  
Don & Daron Hatler  
Clara Clipper Sails  
San Jose

# See Our In The Water Boat Show!



**C&C 33**

The above pictured C&C Yacht is just one example of the beautiful boats we have on display at our sales dock.

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The most spacious 24 footer on the Bay. Available in 3 models to suit the type of sailing you like at a reasonable price.

**C&C 26**

Their very latest design in production. Available with gas or diesel engine and pilot berth layout.

**C&C 29**

A beautiful racer / cruiser which will rate half-ton but can also be a most accomodating cruiser.

**RAFIKI 35**

Our latest flat out cruiser. She features a full keel, Airex hull, teak decks, Volvo diesel, 4 sails plus much more, all under \$45,000.

**RAFIKI 37**

A real globe trotter, designed and built to take whatever the sea can dish out. Fifteen sold in eighteen months to people with a little of Josh Slocum in their souls and a quest for adventure in their hearts. Let us show you how you can be next.

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C&C 25 - Good racer/cruiser, 15 H.P. outboard, 6 sails, full cover. \$16,950

Cal 2-29 - An exceptionally well equipped and rigged boat. Diesel, wheel, full electronics, 3 sails, excellent condition. \$28,500

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# SIGHTINGS

## **mora long distance race**

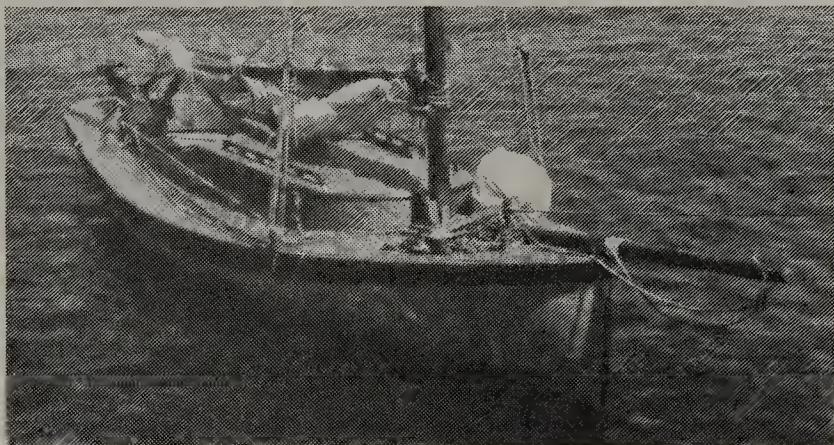
Entry forms are now being mailed out for the 1977 version of the world's longest midget ocean race, the MORA Long Distance Race. Traditionally the race has been a straight downhill slide to Catalina, San Diego or Ensenada. This year the race will end at Morro Bay, north of Point Conception and will also include a weather leg at the beginning, around Chimney Rock buoy off Point Reyes and outside the Farallons before heading south.

If your boat is between 20 and 31' LOA it probably qualifies to participate in this exciting 250 mile event. To be eligible you must be an associate member of MORA, which costs \$15, and pay a race entry fee of \$55.

The race begins July 2nd off the St. Francis. The Morro Bay Yacht club is planning a warm welcome for all boats, with full use of the facilities and a dinner on Monday night. Hoists will be available for trailerable boats being driven back north, and transportation to San Luis Obispo will be available for those who must catch a quick bus back to San Francisco.

All interested parties may contact Race Committee Chairman, Don Carlson at (415) 339-9727 or write him at 2071 Mountain Blvd. Oakland, CA. 94611 for more information and entry forms. All entries must be received by June 15th.

## **cleat race**



For years yachtsmen have struggled with the problem of how to give every boat an equal chance to win a yacht race. The struggle is over. The solution was discovered by Herb Manely of the Low Overhead Nautical Bookstore, who sponsored the first China Camp Cleat Race.

An extensive word of mouth promotional campaign resulted in 20 entries showing up at the starting line — the log book at Manely's book store.

Two rules were in force. First you had to sign the log book. Secondly, you had to end up at China Camp the day of the race. Where and when you started the race had no effect on your chances for winning the race.

A wide variety of vessels vied for the first place trophy. Paul Slivka, second place finisher in the singlehanded Farallons race showed, as did two 40' ferro gaffers, an Islander 36, several trimarans, an 18'

sailing dory and lord knows what else.

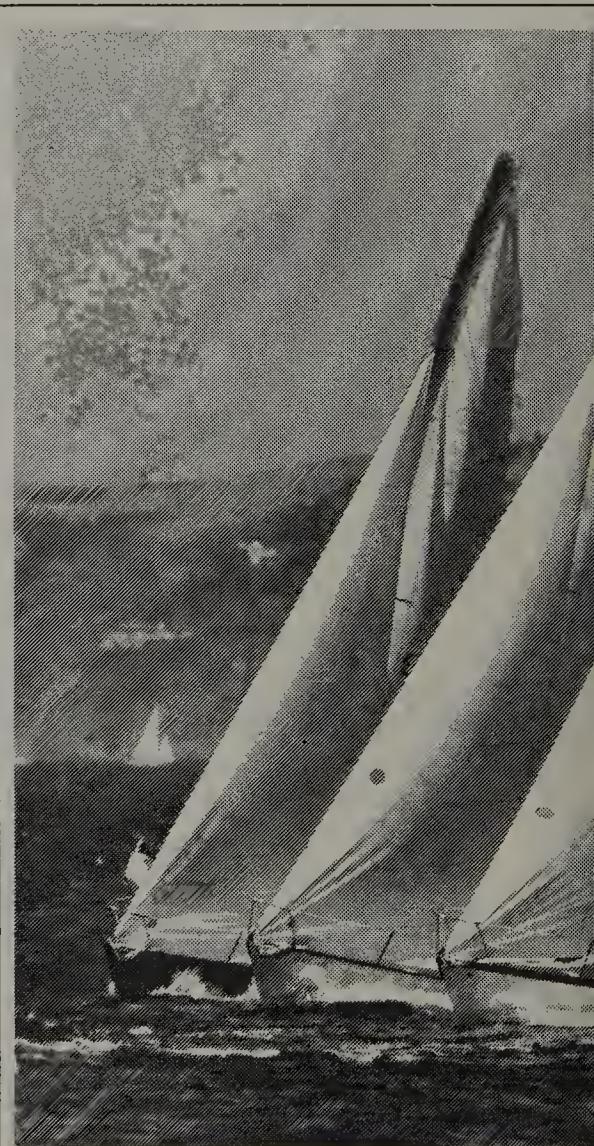
The winner of the race, and recipient of the trophy, a 15" Herreshoff cleat, was Rick Cogswell and family in *Adelide*, a 1915 converted steam launch, just over 20'.

If you think *Adelide*'s victory over larger and seemingly faster boats was akin to pulling a rabbit out of a hat, you're close. *Adelide* was declared the winner of the race when her name was drawn from a hat. Rick is now allowed to mount the cleat on his boat until the next race, late in July, when the cleat will be passed on to the next winner.

All sailors are invited to participate in the next Cleat Race, and may start immediately by signing the log book at 1702 Bridgeway in Sausalito. If you sign up right away you'll have a good head start. The destination of the second Cleat Race will be announced at a later date.

## **too drunk two play**

The Too Drunk to Play band warmed up for Opening Day aboard the trimaran *Mytrea*, complete with dancing girl. Arriving off Paradise Park on the big day, the Too Drunk To Play band found it too wet to play. We don't know what became

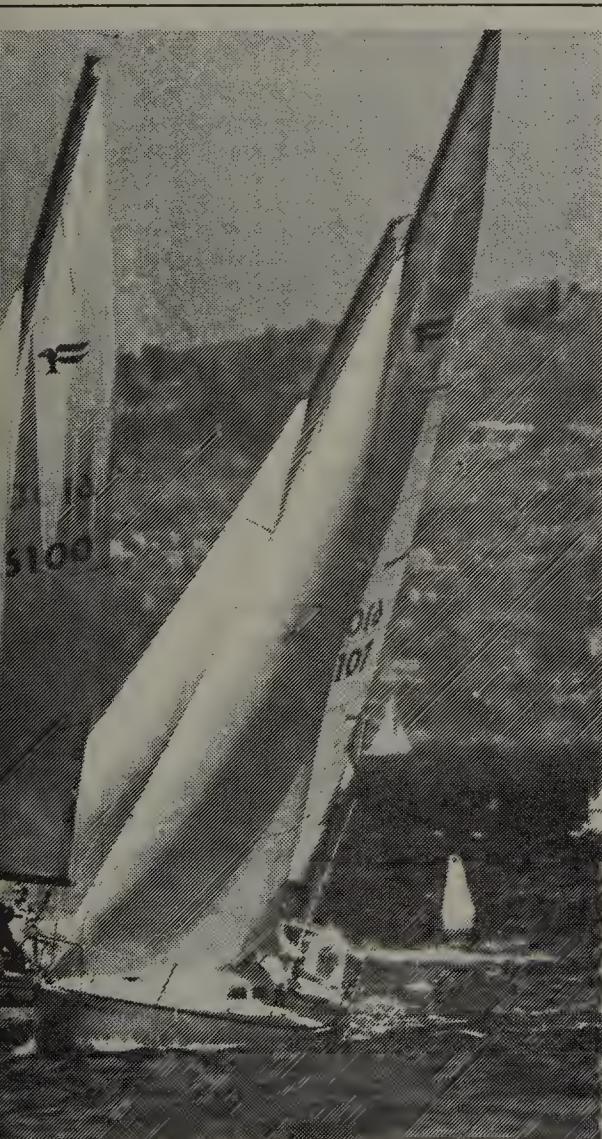


# SIGHTINGS



of the dancing girl.

The Mytrea hasn't had a lot of luck recently either. She's only been out sailing once in the last several years, and that short sail ended up with her main mast being toppled.



## coast guard report

Late last month Coast Guard planes, two boats, an Army helicopter, a civilian ship and shore parties searched the Northern California coast for nearly 13 hours for a "disabled" 26-foot boat.

A "distress call" was received from the skipper of the "disabled" craft reporting the boat drifting about a mile off-shore.

A Coast Guard boat was dispatched at 8:55 p.m. It went to the reported distress position, but the crewmen were unable to see any boat. A civilian ship which was passing through the area also started looking for the boat and an Army helicopter which was on a training mission made a sweep of the area. Both reported negative sightings.

At this time Coast Guardsmen ashore, directing search operations, feared for the safety of the people on the boat and ordered out another Coast Guard cutter, a Coast Guard helicopter and a fixed wing aircraft to join the search.

All of these units searched for the "disabled" boat throughout the night and into the next day but never found the distressed craft. Meanwhile shore parties were walking the beaches to see if the boat had washed ashore in the strong surf.

Finally the search was discontinued. The Coast Guard closed the case with an official statement "False Alarm".

Captain E.F. Lewis, Chief of the Coast Guard's Search and Rescue Branch, said that possibly there had been a boat disabled and the persons on it managed to repair the engine and continue their cruise, but then the persons failed to get back on the radio and report they no longer needed assistance.

Perhaps! But, this oversight cost the taxpayer a large sum of money.

Coast Guard aircraft and vessels do not run on good will or honey. They use expensive fuel. Besides the waste of fuel and manpower, Lewis says that even worse if someone else had reported themselves in immediate danger these rescue units would have been unable to respond properly because they were out searching for the mystery boat.

Captain Lewis said he wants all boating enthusiasts to notify the Coast Guard when they are in trouble, but if they solve their problems before a Coast Guard unit arrives they should get back on the radio and let the Coast Guard know. - Coast Guard Release.

## hawkfarming in the bay

The Hawkfarm class held its second Hawkfarm Weekend at the Corinthian Yacht Club March 26 & 27. With 9 boats racing Saturday, two short races were held, followed by a race around Angel Island - going either way! Winds were quite light and the current flooding by the afternoon start, and Bob Carrick in El Gavilan was first going around clockwise, with Len Cheney in Hotcakes leading the fleet in the counter-clockwise direction and coming in second.

After much celebrating and some sleep aboard, Sunday's championship race was held in 35 knots of wind, with 10 boats completing the long course without mishap. Bill Patry won in Manface, followed by Len Cheney in Hotcakes and Tony Thomas in Heatwave. These three were the only ones (brave or foolish) to hoist spinnakers on the latter half of the wild reach from Crissy to No. 8.

The racing in Hawkfarms was close and exciting in the Spring One Design Invitational at the St. Francis Yacht Club April 16th and 17th. With eleven boats racing, the first three were all within one point going into the last race on Sunday. All three of these boats led on different legs during the race. Going around the last weather mark Bill Patry in Manface led Jay Vicent in Mercedes and Tony Thomas in Heatwave. Heatwave went for shore, Mercedes took off for the bay, and Manface elected to stay in and cover Heatwave, looking for relief from the ebb. They got relief, but from the wind, and Vicent took the race and the series.

# SIGHTINGS



George Sigler singlehands some of his own post-race BBQ.

## singlehanded racing more to follow

Judging from the number of entries and the comments after the race, the Farallons Singlehanded Race was a smashing success. Not one to sit on his laurels, George Sigler, the mastermind of the race, is organizing a Singlehanded Sailing Society to insure that there are more activities for the singlehander in the future.

The Society will sponsor three more events this year. The next event will take place Saturday June 25th at 0800, a singlehanded race from the Golden Gate Bridge to the Navigation Bouy and back to Angel Island where a picnic is planned for all participants and their friends, wives, and lovers who may take the ferry over to the island. It is very doubtful that this race will be anywhere near as grueling as the Farallons Race, and the picnic is scheduled to begin at 1500.

For those who didn't get their fill in the Farallons Race, a November 25th singlehanded race to Monterey is in the works. The last event of the year is not really a race at all, but a Christmas party at Treasure Island for members of the Society. Already scheduled for Easter weekend of 1978 is a second singlehanded race to the Farallons and back.

There are some fees involved in the Society and races, so if you want to get the complete information call George at 834-6877, and he'll be happy to send you the information.

Don Durant was not listed as a finisher when we published the results of last month's Farallons Race. He did finish the race in **Jubilation** a Pearson 32, in 13th position. With that revision there were 15 who did complete the entire course out of the nearly 65 who started the race.

We regret that we weren't able to include more comments from other participants, but our deadline was so close to the finish of the race we weren't able to get to many of them. Since then we had a chance to talk to Paul Slivka who finished second in **Harmony**, a 30' trimaran. Paul's efforts provide some strong evidence that multi hulls can handle heavy weather if sailed properly. Paul had already logged thousands of miles of blue water sailing in **Harmony**, primarily in a non-stop trip back to San Francisco from Panama. Paul had **Harmony** in the lead during the early stages of the race until **Merlin** passed him, only a boat length away, with no **Bill Lee** in sight.

Not all of the entrants who fought their way around the islands in the rough weather actually finished the race. **Jon Richards** in an **Aries 32 Elusive**, **Vito Bialla** in an **Ericson 27 Galliano**, and **Mike Baker** in a **Kettenberg 38 Rebel** all made it around the Farallons and decided to retire when they encountered total calm and adverse tide conditions inside the bay during the night. There may have been one or two others who also rounded the islands and did not finish.

There were some who thought the entire idea of the race was dangerous and foolhardy, but we did not hear from anyone who actually participated in the race who shared that viewpoint. **Vito Bialla** seemed to speak for most of the competitors when he said, "It was the one opportunity to really test yourself and your boat under supervised conditions."

## challenge to ranger 23's

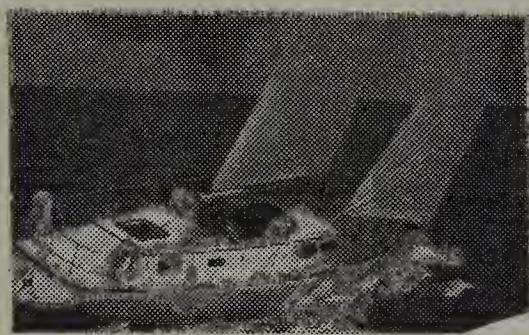
Latitude 38 has sponsored one extremely successful "Challenge Race" (see pages 18 & 19), and is looking to sponsor more. So far we've had a tremendous amount of apathy on the part of individual sailors, so we're letting dealers get into the act.

**Jim Clauss**, San Juan yacht dealer for Lake Tahoe, Sacramento, and just recently the bay area, has assembled a burly crew of mountain men who are eager to truck down **Buffalo Chips** (a San Juan 24), and educate the Ranger 23 crowd in the finer points of sailing. These mountain men also take great pride in their ability to bend the elbow at the bar, and would like to face off with an equally versatile Ranger crew.

Ranger 23 owners, you have your challenge. Latitude 38 has the booty (last time it was five free dinner at the generous **Rusty Scupper** in Oakland and a bottle of champagne). Since the mountain men and their **Buffalo Chips** have never sampled the bay waters, we think is might be appropriate if **O'Neill's Yacht Center** in Santa Cruz might try and round up one of their owners who would be willing to truck his boat up to the bay and take on the mountain men. But, we're not picky, and we'll take any Ranger 23 owner willing to pose as a contender.

Its put up or shut up time, so if you own a Ranger 23, write Latitude 38, P.O. Box 1678, Sausalito CA 94965. We'll arrange the date and details when and if we get a contender.

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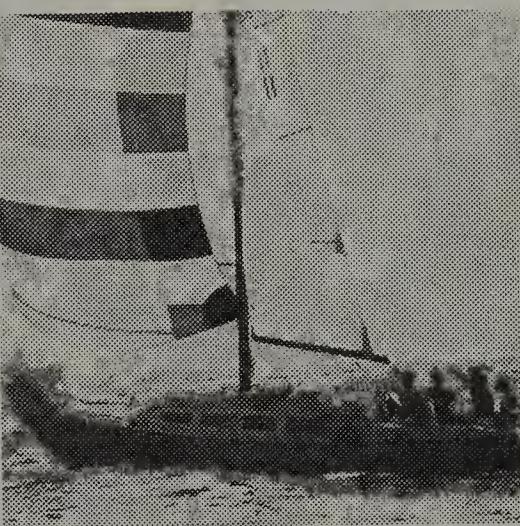
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V. LAZZARA

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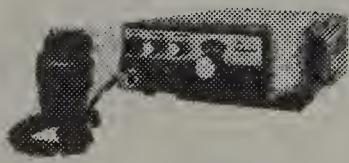
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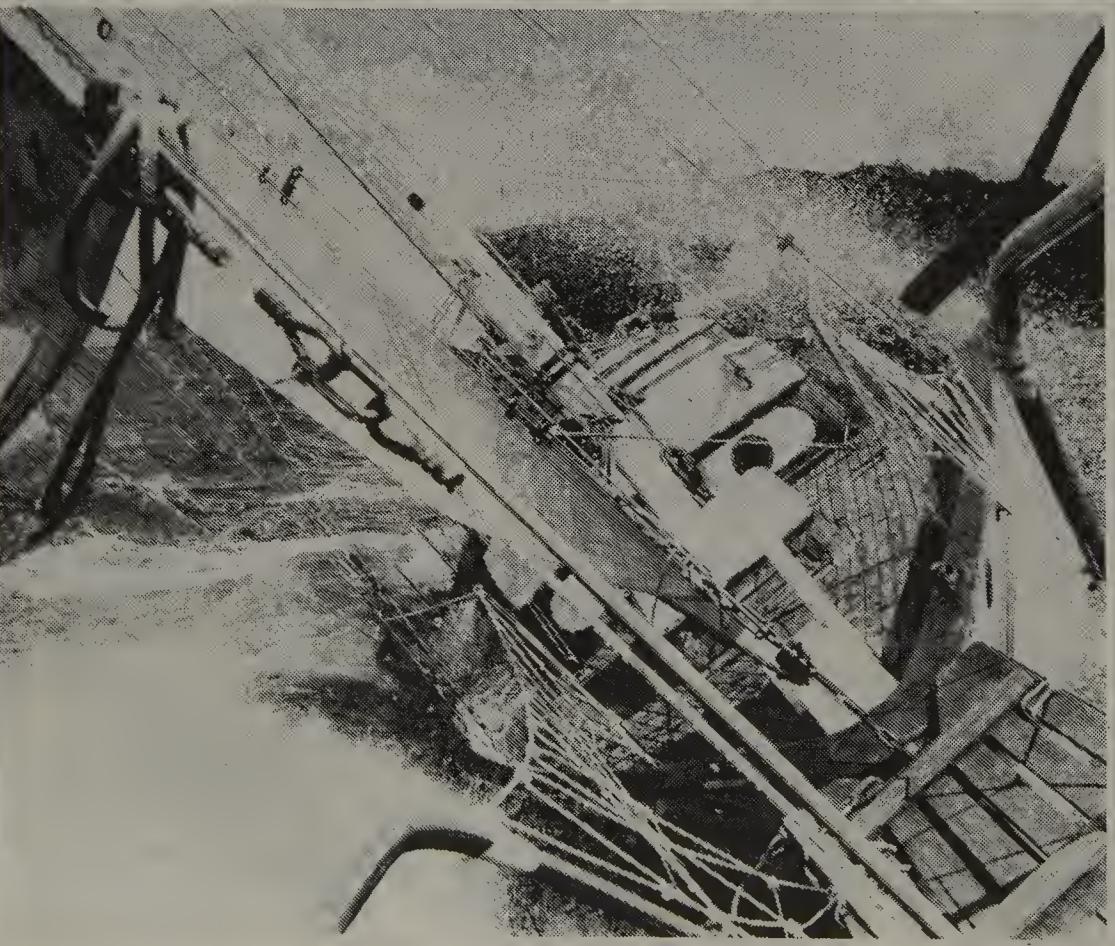
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## SECOND TO FINISH



Readers of our first issue may remember the 'Howlin Italian' Max, who challenged a Westsail 42 or 43 to a race against his Overseas 41. By the time Max sobered up and realized what he had done, there were several attractive women around and he was unable to back down from his challenge. So the race was on.

The event began at noon on May 1, in light airs at the start near Goat Island. Ty took an early lead in his ketch Sundowner, which to this day Max insists is a well-disguised yawl. Before long Max caught up, flying his big light air genny and mizzen staysail. The two boats remained neck and neck, just a boat length apart, until they came around the northwest end of Treasure Island. Hitting the unobstructed wind of 15 to 20 knots, Ty took off, flying 2 high clewed headsails. Max was caught with his light air genny up and was heeled over too far to foot well and maintain good boat speed. By the time Max decided to get his light air sails down, Sundowner had rounded Alcatraz and was on his way toward Angel Island. Max improved his boat speed with the smaller headsails he was now flying, and gained some ground on the leg between Alcatraz and Angel Island, but by that time Sundowner was out of sight heading into Raccoon Straits.

Ty pushed Sundowner over the finish line off Peninsula Point at the west end of Raccoon Straits just a few minutes over two hours after beginning the race. The Westsail was plowing through the heavy chop, sending walls of spray in all directions. Max chugged over the line a good twenty minutes later, his rail digging into the bay and tossing spray over his boat, his crew and half of Belvedere.

The high aspect rig of Sundowner, combined with the smaller headsail combination gave Ty much better performance going to windward, particularly as the breeze began to pick up as the race went on. Frankly, those of us on the committee boat, as well as Max and his crew, were very impressed by the way the big Westsail went to weather. It stood up and moved. Max's Garden design seemed to have a slight advantage in downwind conditions, particularly with the mizzen staysail, but it was nowhere near enough to make up for the difference in windward ability.

We later saw Ty at the Rusty Scupper in Oakland, who were so generous in providing 5 free dinners to the victors. He

# WINNER!

seemed completely estactic with the events of the day; he has done a lot of cruising but this was the first race he had ever been in and admitted he was very nervous. He thought the race was great, and said, "I'm almost converted, and you can quote me on that." We did. Ty, incidentally is taking off in Sundowner for Alaska in a few days, and then heading for a cruise to the south Pacific. It had been a chance for him to be with a group of friends he won't be seeing for some time. We'd like to wish Ty a pleasant voyage, and congratulate him on a fine race.

We're glad that Max took losing so well, particularly since we put him up to this race in the first place. He and his crew had as good a time as could be had in losing, and did sail an excellent race.

## Latitude 38

The skipper and crew of the Westsail 43, Sundowner, wish to express their appreciation to you for sponsoring the match race with Two-And A-Half Fingers Max and his Overseas 41.

We sincerely hope Max and his crew were treated by Ronald McDonald as well as were we at the Rusty Scupper of Oakland. Our thanks for the fine evening and fine food.

Best Regards,  
Ty Knudson & Crew of Sundowner

*It was our pleasure Ty. Last we saw of Max he was heading down Mission St. in San Francisco with the rest of his crew. He was waving a bottle of tequila out the window and did not seem to be taking the loss too badly at the time.*





Can you recommend a good procedure for 'breaking in' a new sail?

Dacron sails do not need to be broken in, but they must be sailed with properly: i.e. mainsails with the proper luff and outhaul tension for the given wind condition; headsails with the proper sheet lead and halyard tension. I do usually give my headsails a short period of on the wind reaching to break them in before going hard on the wind. I start on the wind with the lead aft of where I think it is going to end up at and gradually move it forward until I find the position that lets the entire luff of the sail break at once.

**What is the worst thing a sailor can do to ruin a good sail?**

Use it improperly, that is overstretching in light airs or understretching in heavy airs.

Some boats come with sails. Should they be cut specifically for northern California conditions. Is it possible to have them recut?

I think there is a great myth or aura about San Francisco Bay winds being so heavy. A good percentage of our racing is in lighter winds. I don't think the cut of sails coming from lofts out of the area is wrong. I think the weight of dacron is usually lighter than it should be for our heavier winds.

**What are the major symptoms of a sail having lost its shape?**

Usually the draft or shape moves aft and the leaches tighten up.

**Do you use different cloth, and cut your sails differently if they are intended to be used for cruising rather than racing?**

Yes, I use softer cloth, a weight heavier than normal, cut the sails slightly fuller. Usually the cruisers reef when they should and reefing automatically flattens the sail. I straighten the leach profile between the head and the second pocket down so that the top batten may be left out as it is that pocket that takes the worst beating on the spreader and upper shroud when hoisting and reefing the mainsail at sea.

**Are there good applications for reefable headsails?**

Yes. If the sail is heavy enough to begin with, its area can be reduced to that of the next sail down quite rapidly, saving a lot of agonizing time on the fore-deck.

**Do roller furling sails present special problems for a sailmaker?**

Roller furling sails do present problems and in the case of the older free standing furling headsails with a heavy luff wire, I think the problems are insurmountable. Luff sag can never be corrected properly and the gears are prone to break down. Recent developments like the Hood Sea Furl, Fonet Spool Furling, and the Stearns Gear, etc., are much more efficient and are less prone to break down.

**What information can a computer provide a sailmaker? What information can it not provide?**

Computers only provide whatever standards or programs we feed them. They do eliminate mistakes and provide a means of duplication as well as analyzing one sail design from another.

**What would you recommend as the minimum inventory for a 35' cutter to cruise the California coast? What would you suggest as a third sail after a main and lapper, for the owner of a 30' fin keel boat who cruises the bay and races casually at night?**

Mainsail 8 oz. with 25%, 50% and 75% area reefs. 145% 6.5 oz. genoa-reacher with the luff slightly short so that it may be raised on a pennant when poled out running to avoid any chafe on the life line and pulpit. 100% 8 oz. jib topsail. 8 oz. staysail may or



Can you recommend a good procedure for 'breaking in' a new sail?

Today with the advent of synthetic fabrics, a new sail may be used with no special precautions or "breaking in" period. There is however during the first few hours of use, some settling of the stitching and fabric. This should not be a problem providing the sail is well made and the proper cloth chosen for the job. From a performance standpoint, however, we strongly recommend that our clients use the sail before competing with it. Each sail has its own personality and we feel it important that our clients learn the sail. That is to say, jib lead positions, telltails, and in general get to know the new sail's limits.

**What is the worst thing a sailor can do to ruin a good sail?**

There is no question in my mind that prolonged luffing (particularly severe flogging) will do more harm to sails than any single thing. The flogging not only ruptures the stitching and wears holes in batten pockets, but also breaks down the cloth resistance to stretch. This is documented by the fact that probably 70% of the repairs we make to sails was caused by prolonged luffing. We have also found through our cloth testing program that even an excellent piece of fabric will increase its stretch characteristic after 15 minutes of luffing in 30 MPH of wind, this also applies to a sail.

Some boats come with sails. Should they be cut specifically for northern California conditions. Is it possible to have them recut?

This is a very general question and consequently very hard to answer adequately. But generally speaking if the sails are manufactured by a reputable sailmaker there should be no problems with our local conditions, particularly if the new owner has been careful to specify his sail needs and the wind velocities in which he intends to use the sails. Generally I would be cautious of sails that are considerably less expensive than those of the leading lofts. Recutting is possible and can be done successfully, providing the sail fabric has retained its stability.

**What are the major symptoms of a sail having lost its shape?**

Again this is a very general question, as there are so many things that causes a sail to lose its shape. They range from a poorly tuned spar to the sail fabric that has lost its stability. Probably the major symptom is a sail that is very deep and that has a cross section that is circular. In a mainsail, for example, this characteristic will probably produce a weather helm and excessive heeling. In the case of a genoa or a jib, you will probably not be able to point as high as your competitors.

**Do you use different cloth, and cut your sails differently if they are intended to be used for cruising rather than racing?**

I think it is important that any sail, be it for racing or cruising, be designed to give maximum performance. A well designed sail will make the boat perform better, consequently the boat will be more fun to sail and safer for her crew. In manufacturing a cruising sail we would use a softer fabric and triple stitch all seams. For a boat that is going to do some extended cruising we give special attention to slide fasteners and batten pockets and all areas of chafe.

**Are there good applications for reefable headsails?**

Reefing headsails in my opinion are a compromise at best and should be used only as a last resort.

**Do roller furling sails present special problems for a sailmaker?**

No, as long as they are used within the limits of the weight of the fabric of which they are made.



Can you recommend a good procedure for 'breaking-in' a new sail?

"Breaking in" is really a term inherited from the days of cotton sails when it was really necessary. A dacron sail can be fast and 'right' as it comes out of the bag. A spinnaker will often improve with use that tends to lock up the leaches. Some sails are delivered with a slightly soft leach which also locks up after a few hours of use. We don't recommend special consideration. We do urge customers to be aware of the fact that the stitching is vulnerable to wear as it doesn't imbed itself in the fabric.

What is the worst thing a sailor can do to ruin a good sail?

The worst is probably to leave it exposed to the sunlight as ultra violet light destroys dacron sailcloth and dacron threads.

Some boats come with sails. Should they be specially cut for northern California conditions? Is it possible to have them recut?

A boatowner will usually get better service from sails tailored to our rather unique conditions. Many sails that come as part of a 'dealer package' are made with economy in mind and to keep the total package as competitive as possible. If a sail is too big or too full it can be recut, but if the cloth is just too light, you're stuck because it won't retain the proper shape.

What are the major symptoms of a sail having lost its shape?

When boats you used to outdistance easily start passing you, that's one big clue. Hard spots, wrinkles, ridges, lumps, etc. In the main, the draft will move aft and create a bad ridge forward of the battens. In headsails the leaches get sloppy and start fluttering. All these things can be corrected easily by your sailmaker. In a tall skinny main the set of the leach is a problem due to the loads imparted through the leach. Sometimes they fall off or hook to windward, also fixable.

Do you use different cloth, and cut your sails differently if they are to be used for cruising rather than racing?

Yes and no. The primary needs of the racer and cruiser are identical; they need reliability, durability, and efficiency. So there is no compromise in quality. The size and composition of the inventory may differ. The only people who put up with terribly stiff "yarn tempered" sailcloth are out and out racers and we would never recommend it for the cruising sailor. So many sailors both race and cruise these days, so the sails must be versatile. We try to find out just how the boat is going to be used and by whom and then tailor the inventory in all respects to best meet these objectives.

Are there good applications for reefable headsails?

Definitely. It is a means of extending the usable range of a sail. You may do this for reasons of economy, thus a 150% genoa reefable to 130% plus a 110% reefable to 90% provides a four sail inventory for a small increase over the cost of two sails. There are times you just shorten sail but don't want to make a sail change . . . reef! When selecting sail cloth weight you must think of the sail as it will be used when reefed, thus it would be practical to reef a heavy 150% genoa of fabric weight compatible with its use as a 130% . . . reefing a light 150% genoa would not meet this criteria. A reefed headsail is a bit more difficult to tack, but there are always tradeoffs.

Do roller furling sails present special problems for the sailmaker?

Yes. If the system is for a big boat and requires heavy 1x19 wire you must know the exact number of the gear to get the right sized wire and swaged ends. The ends must have another hole drilled so the sailmaker can attach the cloth at the head and tack. Most of this wire in big sizes does not come plastic coated so we wrap the entire length of the wire with electricians tape to simulate the missing coating. The next trick is to prevent the wire from

Can you recommend a good procedure for 'breaking in' a new sail?

Breaking in is not the problem it was in the "good old days" of cotton. As long as you don't do anything rash with your new sails, like using them in winds stronger than they were built for, there won't be any problem. With some of the better sail cloths, it may take three or four sails before it achieves its best, and hopefully final shape.

What is the worst thing a sailor can do to ruin a good sail?

Aside from obvious structural separations, the worst thing you can do to a sail is to wash it; the very worst is to take it to a laundromat. We don't wash sails, and prefer to leave them dirty, except for a hose down once in a while.

Sailcloth in its better forms, is a highly processed item. It has been heat set, calandered, doped, stretched, squashed, and other such delights. The result is a cloth which has some very special stretch properties. Anything that destroys these properties is detrimental to the sail. Among the processes which are detrimental to the cloth are any forms of abrasion and working. This is encountered during sailing, cleaning, stuffing (and folding to a lesser extent), flogging, tacking, etc.

A more subtle "no-no" is wet storage of sails. There can be a deterioration due to the appetites of fungi which thrives in the

# SAILMAKER'S

*Sutter Sails*

may not have a reef. 9 oz. storm staysail (25% of foretriangle area). Jib topsail and genoa clew heights located so that their sheets both lead to the same block (so that sheets or blocks don't have to be changed when shortening down, short handed).

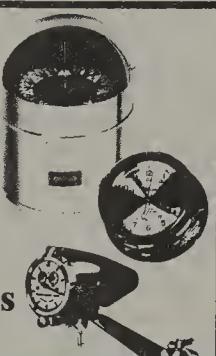
Can you recommend a good book on sail shape?

I think the best book ever written concerning sail shape was by Manfred Currey, entitled "The Aerodynamics of Yacht Sails" and I believe it is still in print. More recently, Marchoi's book "Yacht Sails" is excellent.



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# FORUM

*Mitchell Sails*

What information can a computer provide a sailmaker? What information can it not provide?

Our company could not get along without the computer today. It performs such important duties as analyzing our cloth testing, stability calculations, sail plans, spinnaker design, mainsail design, jib and genoa design. While doing this it takes cloth stretch and apparent wind velocity into account. To perform the same calculations with a slide rule would take probably four hours with a large chance for error. With the use of the computer it takes us less than five minutes with no chance for error and a complete record of our calculations. The only thing that it cannot do is measure the boat.

What would you recommend as the minimum inventory for a 35' cutter to cruise the California coast? What would you suggest as a third sail after a main and lapper, for the owner of a 30' fin keel boat who cruises the bay and races casually at night?

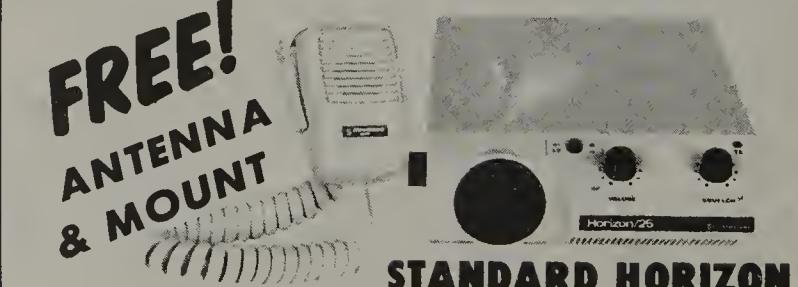
Presuming she weighs about 18,000 lbs., a 8 oz. mainsail with two sets of reef points, a 7.25 oz. staysail, and a 6.5 oz. jib topsail with the clew just shy of the mast. For the fin keel boat, presuming that the lapper is no larger than 120%, I would recommend a 4.5 oz. 160% genoa. If the lapper were larger than 120%, the owner might consider a smaller heavy air jib.

Can you recommend a good book on sail shape?

"Sail Power" by Wally Ross.

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## DeWitt Sails

revolving inside the luff tape when the drum is turned. This requires notching the wire with half-hitches and eventually sewing the sail by hand close to the wire trying to catch those notches and link the wire and sail permanently so it will roll up smoothly. Lots and lots of work and expense. Exposed trailing edges must be protected with acrilan on the hem or a separate cover. The Famet spool furling is easier to adapt the sail for and something we suggest a customer consider.

I could go on for a long time about rollerfurling headsails and there are some big tradeoffs here. Some of the disappointment boatowners encounter from these systems is because they are 'oversold' and did not understand the problems created in exchange for the problems solved. The customer should consult his sailmaker about the problem he is trying to solve, sometimes there is an easier and more economical solution.

If the customer intends to use the one rollerfurling headsail in various stages of furl depending upon the different conditions, his sail must be heavy enough in all respects to take the loads imparted by the most extreme anticipated condition. Rollerfurling systems are often selected as a substitute for good seamanship . . . the ability to luff up and drop sail smartly and sail into the dock under bare poles. Conversion to a rollerfurling system is one of the most expensive decisions a boatowner can make.

**What information can a computer provide a sailmaker? What information can it not provide?**

Computers provide rapid access to information. They are routinely used for such things as optimizing IOR rating, pricing, cloth evaluation. They can quantify some things long done by the 'seat of the pants', but are dependent upon the quality of the program. They can occasionally speed up the design process, but not necessarily improve it. There is still a lot of art in sailmaking, which probably is what keeps some people in the field.

**What would you recommend as the minimum inventory for a 35' cutter to cruise the California coast? What would you suggest as a third sail after a main and lapper, for the owner of a 30' fin keel boat who cruises the bay and delta and races casually at night?**

Main with one or two set of reef points, club staysail with a set of reef points, and about a 100% jib top of cloth a bit lighter than the main and staysail. For the fin keel skipper probably a nice genoa light to medium weight to cover the light and medium range of expected sailing conditions. If he wants to spend more money on gear and work a little harder a spinnaker might prove more of a challenge. The genoa would probably be better for 29 of 30 such cases. He could consider adding a set of reef points to his lapper and with 2 sets in his main he can be sure of getting home from the Delta sometime when it's honking in the "middle-grounds".

**Can you recommend a good book on sail shape?**

"Best of Sail Shape" put out by Sail Magazine is reasonably priced. Wally Ross's comprehensive "Sail Power". If you can read it, try "Sailing Theory and Practise" by C.A. Marchaj. The very best book is still inside Jim DeWitt's head, and we're going to write it one of these days.

## Richards & van Heeckeren

technology is not understood, then the sail will not be as good as it should from its design to its concept and execution.

**Are there good applications for reefable headsails?**

Reefable headsails have their place. However, they are not a good solution to the problem of not having the right sail. Their most appropriate place is on a weather leg which is too short to make a time warranted sail change, but when obviously overpowered. Reefing a jib shouldn't take more than 30 seconds, and that can be made up in a short distance, even though the configuration of the reefed sail is far from optimal.

The other place where a reefed headsail is good is when there is a sail restriction in the number of sails which may be used, either by rules or budget. The cruiser finds the reefing headsail nice, since he is usually short handed, and, as with the main, it can be rigged so one person can reef it from the cockpit.

**Do roller furling sails present special problems for the sailmaker?**

Rollerfurling sails present a special difficulty for the sailmaker, but not so much as for the sailor. Unless the roller mechanism is an intergral part of the standing rigging (forestay), the luff of the sail will sag significantly. When the roller is a separate structure, the sag tends to get out of hand, and with it the shape of the sail. The point of sailing where this is most noticeable is upwind. Fortunately, there are a few rollers available which are part of the standing rigging. They are expensive but are the only ones worth considering if you care about the sailing qualities of your boat.

**What information can a computer provide a sailmaker? What information can it not provide?**

Computers can perform certain needs in sailmaking exceptionally well, and are utterly incapable of performing others.

In sailmaking, the mundane everyday calculations can be left to the computer. But the computer, even if it were an elaborate high speed facility which no sailmaker could afford, cannot tell you what the correct shape of a sail is. That changes from sail to sail, sea condition to sea condition, and from boat to boat.

This does not mean that efforts should not be maintained toward the hope of improving the understanding of sails through the use of computers. What it does mean, is that the science of sailing is still trailing the art of sailmaking by so far that a truly 'computer designed' sail is not seen on boats, other than for experimental, and mostly publicity purposes.

In the meantime sailmakers will continue to use the computer to give the slider size and tack offsets for sails of standard classes, to recall standard designs for standard sails, as well as to grind out the price sheets.

**What would you recommend as the minimum inventory for a 35' cutter to cruise the California coast? What would you suggest as a third sail after a main and lapper, for the owner of a 30' fin keel boat who cruises the bay and races casually at night?**

There are so many considerations which enter into the selection of sails for a cruise on any boat, that it is not realistic to make a general statement, other than that every boat should have a combination of sails which will make the boat balance, and sail well enough, enough of the time. Beyond that, sails should be selected for specific reasons which depend on the boat, the sailor, and the intended use. The same is true for inland or ocean sailed boats.

**Can you recommend a good book on sail shape?**

No, to our knowledge there is no good book on sails. Those who have a good handle on sail shape seem to be too busy to write about it. The best way to learn about sail shape is to be inquisitive, and play with the fairleads, sheet settings, travellers, barber haulers, and the like. When one is genuinely interested and observant, one learns very quickly and has considerably less need for the book, although one wishes that the book did exist.



LOA 23'  
LWL 18' 1"  
BEAM 6' 9"

DRAFT 3' 6"  
DISPL. 4,400 lbs.  
S.A. 268 Sq. Ft.

# BEAR

"Maybe the finest boat to ever come down the line." That was the opinion given to a new member of the Bear boat fleet at the annual spring get-together and tune up races held at the Encinal Yacht Club a few years ago. And that was a boost. How does a new sailor and boat owner know if that hole in the water he just popped for is the "best"? Then you listen to other Bear boaters, you sail with them, and you get to know your boat. You begin to feel that this very solid, powerful, and beautiful 23' sloop just may be the finest.

Designed and originally built by Ernie Nunes of the boat-building Nunes family in Sausalito some 45 years ago, the Bears are still going strong and being newly built. No. 68 was launched last summer, and No. 69 is being decked at this writing. New vitality is coming into the class all the time, and the older boats are being cruised, raced, and when necessary rejuvenated.

Key to the longevity and spirit of the class are the owners who have been with their boats 'forever'. Scott Cauchois has known and sailed competitively with many of the legendary Bear boat skippers. "The competition was most healthily in the 50's when the Bear was the largest class on the bay, but it was most exacting in the 60's." But Cauchois is still hitting the line in his 20th YRA season against the 'youngsters' like past season champions and contenders Steve Robertson on Smokey, Jim Coe on Oski, George Peterson on Huck Finn, and Ellard Carson on Goldilocks. These young lions have been sailing on their boats for a minimum of 11 years each! The competition is both challenging and fun because of the esprit de corps that the boat seems to foster.

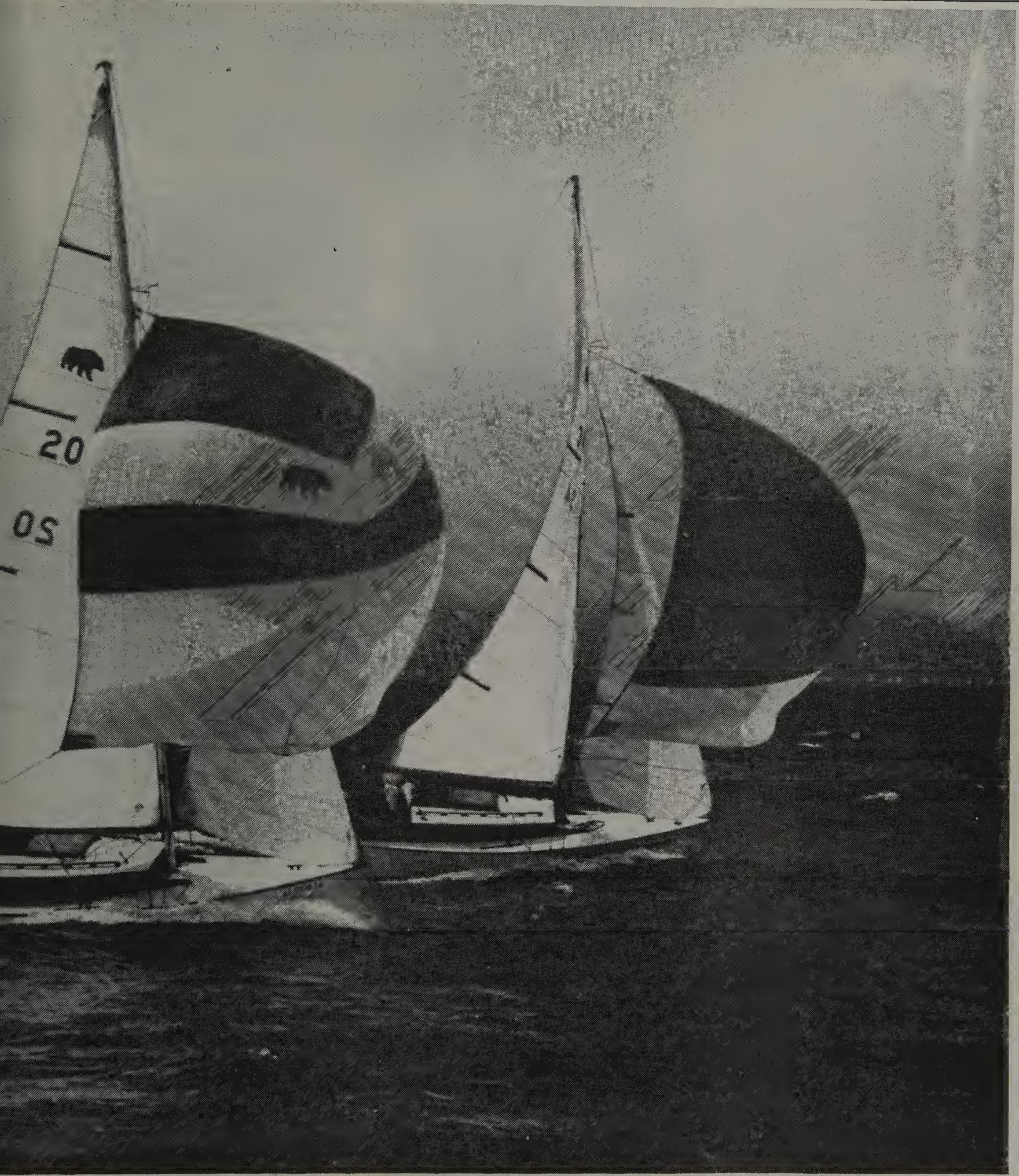
Bears have a good grip on the water, both to weather and off the wind. They will allow the beginner to make every mistake in the book and still give the most precise skippers one of the finest



PHOTOGRAPH BY DIANNE BEESTON

sails that can be had. Her versatility comes from lines and scantlings that are not in vogue with the more recent fiberglass boats. The Bear's robust hull, large main, and 3/4 rig make the boat stiff and quick to please both the racer and the cruiser.

The past three years have seen some 35 boats change hands. With the new owners comes the new blood that a continuing



active class demands. Older boats like Bob Jones' No. 10 Circus, and Jim Craig's No. 21 Bonnie, are being transformed from neglected hulls into jewels of the fleet. Even though the class lost a half dozen of its most successful skippers in the last couple of years, this season promises to be one of the most exciting in the Bear's long history. The 'young lions' and the remaining 'old

guard' are being challenged by an increasingly hot group of newcomers.

If you have occasion to see the Bears, whether it be in a regatta beating up the City Front, anchored at Drake's Bay, or running up the river on a blustery afternoon, rest assured you're watching happy sailors, content to grin and bear it. - Bill Jelliffe

# CHANGES IN LATITUDES

Sometimes at night  
I just dream of the ocean,  
God I wish I was  
Sailing again.

— Jimmy Buffet  
& the Coral Reefers

## bob toler

Thoughts on cruising.

It is always interesting to hear or read about a long ocean passage — the landfalls, storms, rigging problems, and the many other dramatic things that happen at sea while cruising. But many accounts of voyages seem to leave out some of the little things that happen at sea — small things that I look back on and remember as being some of the best parts of the trip.

During a return trip to San Francisco on my Sea-Goer yawl with a crew of three, we were all amazed that the sighting of common galley garbage, normally considered plain old pollution, could be a big event of the day. We had been working our way toward San Francisco through stormy October weather getting to feel that we were the only boat in the whole Pacific Ocean, when one morning we sighted fresh garbage ahead! Someone in another small boat was ahead on the same course as ours. For days we would look forward to this small sign of life somewhere ahead, and try and determine what the crew was having for meals. We never saw them, but their garbage was enough to let us know that we weren't alone.

In the warm latitudes it was always standing orders to wake the crew anytime of the night when encountering a squall — a refreshing opportunity to go on deck for a fresh water shower, with the warm trades to dry you off in a matter of minutes. Then back to the bunk, clean and refreshed for a little more sleep before your next watch.

One of the best parties I've ever attended was at 2 a.m. when all hands were called on deck to celebrate the sumlog rolling off 1,300 miles, the approximate

halfway mark on our way back to the mainland. The seemingly momentous event was commemorated with hot chocolate and cookies.



Finally, are there few things that can compare with, after a good meal and drink in hand, watching a sunset on the Pacific? Or a beautiful sunrise on a clear horizon with dolphins running swiftly off either quarter of the boat.

These are some of the small things that make me go back to sea — again and again. - Bob Toler

## gitana

Gitana, a 36' Sea-Goer yawl that has been in the bay area since the previous owner Bob Toler arrived from the islands, is now on its way back to the south Pacific with her new owners Dewey and Marilyn



Haveril. Gitana is 43 years old, but is still a fine, strong, ocean cruiser, and has logged many thousands of miles in the south Pacific and Mexican waters.

## erinmore

Bob and Nancy Warfield and daughters Sarah, age 4, and Katy, 2½, departed this month on a cruise to San Diego, stopping at all ports in between.

Their English-made Nicholson 32, Erinmore, out of Richmond Yacht Club, gleams with multi-layers of fresh varnish. "5 a.m. is the best time to varnish," Bob reported.

Marcie Eschen, who lives aboard her Islander 36 in Ballena Bay, was very helpful with their provisioning. Marcie sells a variety of canned meats and dried foods and has extensive cruising experience.

The Warfields obtained transparent plastic Sterile Water containers from a hospital for storing much of their dried food, and will heat water in a Sears garden



sprayer for their showers. Nancy plans to keep a diary on how to maintain your sanity while cruising with preschool children.

The Warfields had originally considered a more extensive cruise of 6 to 9 months, but when Bob applied for a leave of absence from his job, he was given a promotion instead. Tough luck, Bob!

## ishi

Matthew Martenyi is still cruising the Channel Islands after having both his boom and his engine repaired. Matthew reports that currently the cruise is "bizarre" since he is not experiencing any breakdowns or gear failures. Matthew and Marni will be bringing the Junior Clipper back up to San Francisco soon.

# CHANGES IN ATTITUDES

## contrails

Jerry Miller skippered an Islander 28 down to San Diego for and with two navy pilots. Contrails, was taken to San Diego to be loaded on an aircraft carrier to be shipped to Hawaii where the two pilots will be stationed. Having to motor for good parts of the trip, Jerry was glad Contrails was equipped with a gasoline engine so that they crew didn't vibrate to death.

While in San Diego, Jerry had a brief talk with Virg Erwin, who reported a pleasant trip down the coast in his Westsail 32, Renaissance, on the way to the south seas.

## simoon

Bob and Gail Jensen left Sausalito March 16th for a six month cruise to the south Pacific on their Columbia 50' yawl, Simoon. The trip will be a homecoming of sorts, the Jensens bought Simoon in Tahiti 3 years ago.

Simoon had been originally owned by actor John Hall, and finished second in the 1967 Trans-Pac. Later, a second owner from Santa Barbara raced Simoon to Tahiti, where she was left to deteriorate for a period of about four years. When the Jensen's bought the boat, she had two feet of coral growing on the bottom of the hull. The Jensens's tried to sell Simoon, deciding they wanted a smaller boat to cruise in. Their attempts ended with mixed results. She was 'sold' three times, one buyer even went so far as paying a \$4,000 yard bill for modifications, but none of the deals were ever consummated. The Jensen's tired of trying to sell Simoon, so they just took off with some friends as crew.

Simoon is an extremely well equipped boat, having cost nearly \$150,000 when she was outfitted in 1967. All the Jensen's have done is some normal repairs and added a ham radio.

According to reports coming back to Sausalito, Bob Jensen got a finger caught in an engine pulley and his wife Gail managed to sew him up. They waited in southern California for a few days to see if an infection would develop, and when it didn't they took off. From the last ham radio report Simoon is 8 days out of Catalina and has been ripping right along in excellent sailing conditions, reporting only one day of rain. The Jensen's report they



expect to be in the Marquesas in about 18 more days.

## richmond

As heard second and third hand.

The Richmond has made it to Costa Rica with the passage taking about 40 days, with lots of calms reported en route.

On the way down the crew reportedly discovered a man and woman living semi Robinson Crusoe style on the Cocos Islands. The woman was 7 or 8 months pregnant and was anxious to get to a hospital. The couple was taken on board the Richmond with their skiff and some of their best chickens and set sail for Puntarenas.

Upon arriving in the Puntarenas harbor



the two thirstiest of the crew jumped ship with the ships boat and headed for the first tavern while the rest of the crew helped the couple lower their skiff onto the water and waved them goodbye and good luck.

Upon returning to the anchored Richmond, the two, now drunk, seamen capsized the skiff and lost their passports in the harbor.

The next day when the Customs and Harbor officials boarded the boat some hassles began over the missing papers and they were consequently asked to leave and not come back, and they reportedly left.

After sailing about for a while the crew decided to go back and apologize and see what would happen. Well, apparently it worked for they're still in Costa Rica, with a few of them doing just what they had planned to do, play rock 'n roll for money. It remains to be seen if they'll be living happily ever after, but they seem to be doing O.K.

## jennie

After 7 years of construction, during which period the boat had circumnavigated the south bay — from Alviso to San Jose and finally to Pete's harbor in Redwood City, Neil and Cindy Blum have launched their Robert Armstrong designed ketch. She is 36' on deck and 44' overall.

The Blum's have named her Jennie and plan a circumnavigation.

## wanderbird

An arrival of sorts, for the Wanderbird. The Wanderbird is an 80 foot plus German Pilot Schooner built around 1890 for duty in the Baltic Sea. She later served as a school ship in the 1930's with Warwick Tomkins as owner, Captain, and school master. Her final voyage terminated here just before the second world war. She then fell into disrepair, with most of her gear ending up on other boats or serving as decorations in various homes. Her hull was utilized as a houseboat.

She was purchased by Harold Sommers who began the seemingly hopeless task of

# CHANGES IN LATITUDES

restoration. The Wanderbird has come a long way in the last several years, with many of her parts being replaced and much work being done on her hull. But she has not had masts, and a sailing ship without masts is like a . . . well, you know.

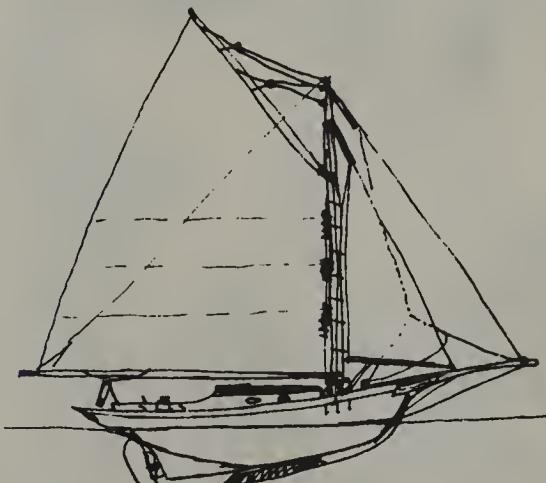
The Wanderbird is no longer without, for the new arrival has been her gigantic round sticks, destined to become the new masts. The local experts have examined the new wood and pronounced it good, and many along the waterfront are now awaiting the day when the sticks will be stepped and the Wanderbird will again carry canvas.

## galatea

Galatea, a Friendship cutter, 28'6" x 24' x 9'5" x 5'4" left Sausalito a short while ago for sunny Mexico. Owners John and Leslie have been in the yacht delivery business for some time, and Leslie is one of the few women to hold an American Merchant Marine Seaman's (Seaperson's) card. When not delivering yachts, John and

Leslie had been living aboard Galatea in Sausalito.

The Friendship sloop design originated on the East Coast around the 1880's.



Galatea was built in Marin County in the mid-60's by Cliff 'the cop' Nielder, and was modified last summer with an additional 1,000 pounds of external ballast to make her stiffer going to weather. Galatea looks traditional in every respect except for her new steering vane and aluminum anchor windlass.

## mystery ship

An unidentified sloop headed south at the end of March, without benefit of crew, and powered by a leaking stuffing box. As the photo indicates she indeed completed the short trip.



## MIKE LAMPE YACHTS

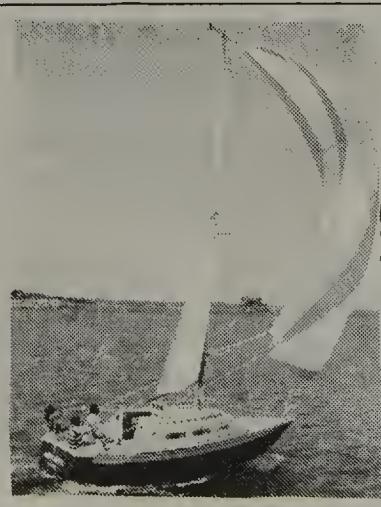
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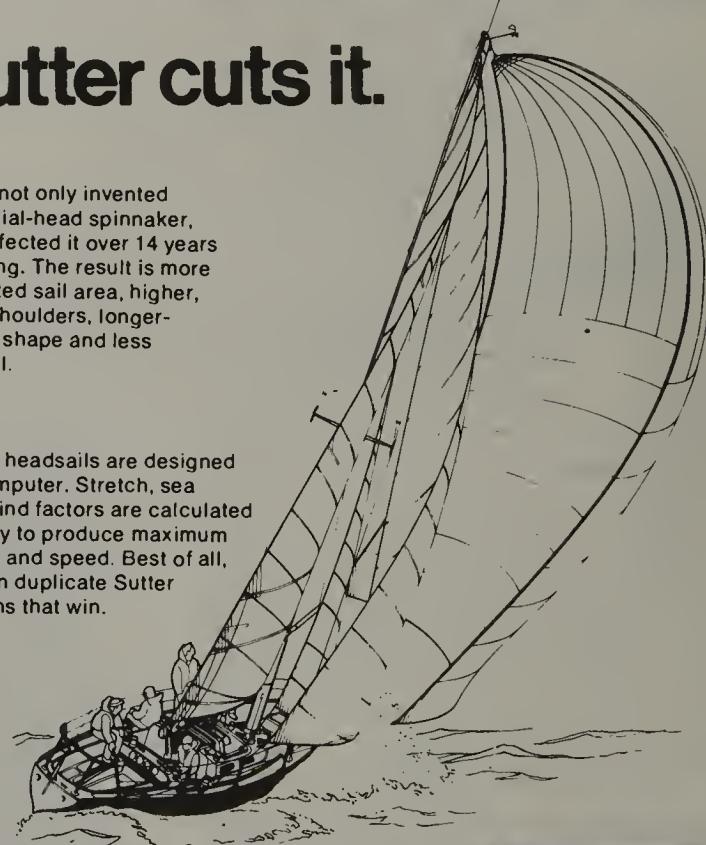
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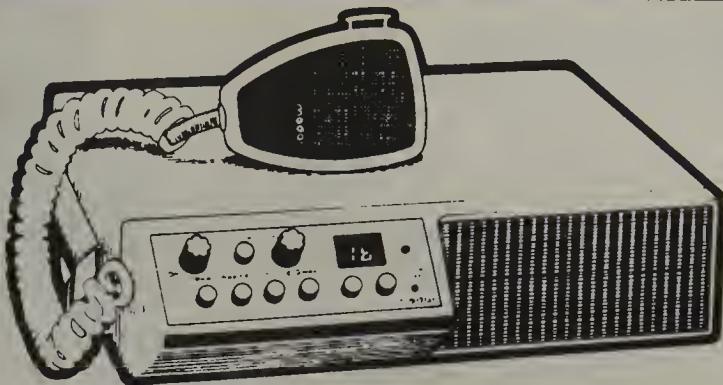
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BEAM	9'11"
DRAFT	5'2 1/2"
DISPL.	5300 lb.
BALLAST	2700 lb.
S.A.	368 Sq. Ft.



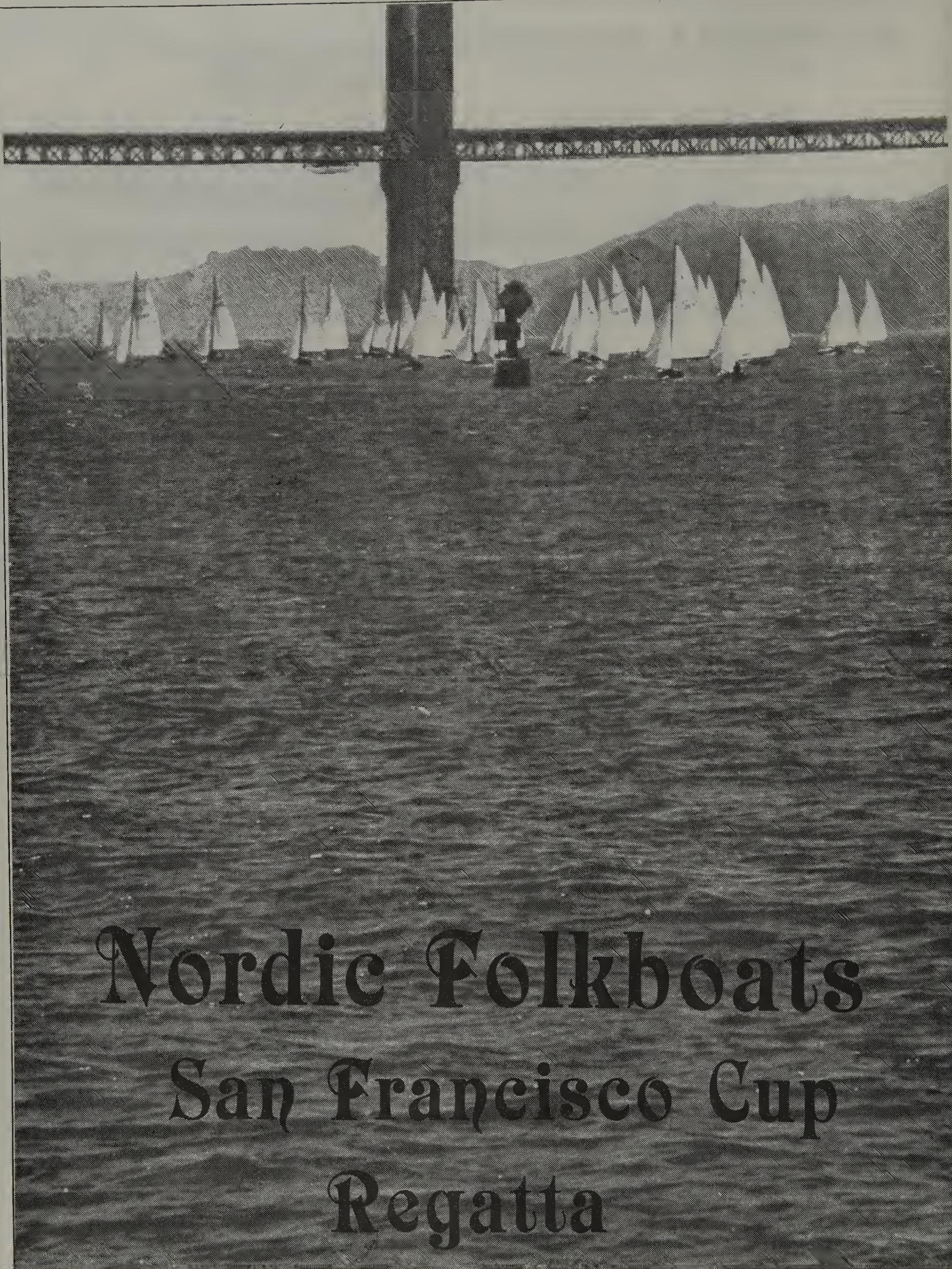
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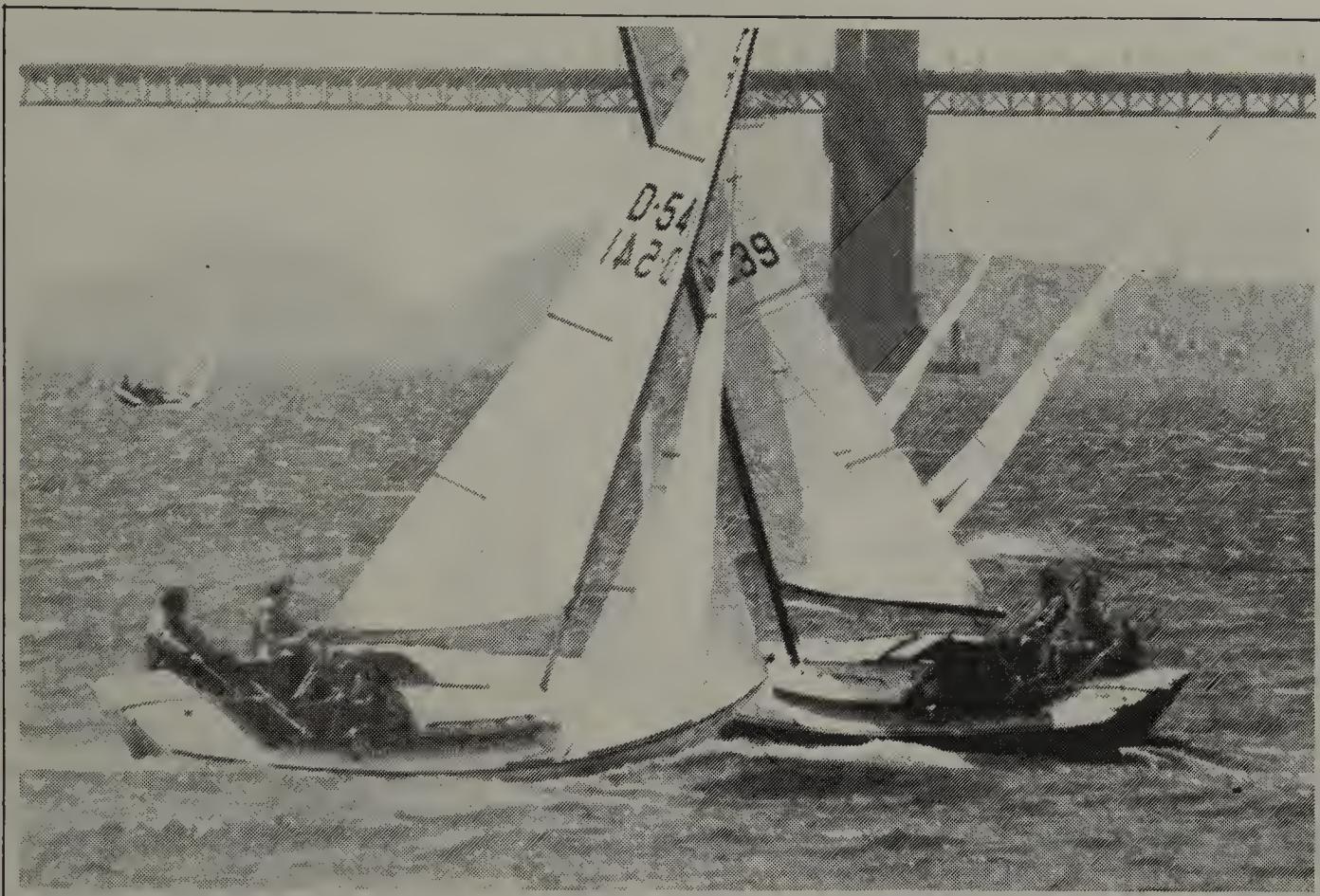
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# HAWKFARM ONE DESIGN



**Nordic Folkboats**  
**San Francisco Cup**  
**Regatta**

# WORLDS





"We've got a lot to learn", was the way Svend Svendsen put it, reviewing the results of the San Francisco Cup, where the foreign folkboaters clearly came away with victory. Several Americans were surprised the foreign entries did so well, particularly

since most of them have not been sailing since December when they have to take their boats out of the water.

The Danes simply ran away with the series, taking the top two spots, 5 of their 6 boats finished in the top 9 or better.

Sorensen, the winning skipper won two races, came in second in another, and had a 6th for his worst finish.

Members of the United States team dominated the middle of the fleet, taking every position between 10 and 22 except

# WORLDS



US-72 Don Wilson, 10th



US-100 Svend Svendsen 12th  
top finishers for the  
United States Folkboat Team.

overwhelming agreement that the event was a stunning success. Again and again remarks were made about how well the series was organized and executed. There was nothing but praise for the way the race committee handled the event, from the starting lines, to the way the courses were laid out, to the way protests were heard and handled.

To a number of U.S. entries, the races themselves were just one part of a fantastic week. Don Kieselhorst claimed to have "as much fun on the town as the race course" with the three Germans he had as houseguests for the week. After travelling for 27 hours straight to get here, they wanted to get out sailing as quickly as possible, "chomping at the bit" to try their sails and to sample the bay conditions. That first morning here, they ate at Sambo's and were astounded to find they could get a New York steak and 2 eggs for \$2.35. Not only that, one could get it 24 hours a day. They ate at Sambo's every day, they were here.

When Svendsen said the Americans had a lot to learn, he was speaking primarily about experimenting with sail shape and leads. The foreigners all brought their own sails, which were cut differently. The mains were flatter at the top and fuller at the bottom. The jibs had more shape on the leach, and were sheeted in far further than any of the Americans. In fact, a

number of foreigners drilled holes in the boats to put in new leads. In the light conditions that prevailed, 10 to 15 knots except for the third race, they seemed to point higher and go faster than the United States boats. Only in the third race when it blew up to 25 knots with a heavy chop, did the foreigner's sails seem to fail them. All the top finishers in the series had their worst finishes in that third race.

Perhaps what the Americans thought would be their greatest ally, turned out to be their greatest disadvantage — the weather. It just wasn't consistently heavy chop and strong winds. Even if that had been the case, it still seems the United States boats would have had difficulty with the Europeans.

The Folkboat in Europe is an extremely competitive class, and the winning skipper there must constantly improve or he will not be competitive for very long. A lower standard of living there might also help. Many of the Folkboats in Europe are partnerships, and the partners stay together for years, becoming well honed crews, working together with the utmost efficiency.

It was a great week for Folkboats, and the owners seem more happy with their boats than ever. As Chuck Kaiser puts it "after 15 years I can still say I made the right decision" buying a Folkboat.

for 11th and 16th. The only other U.S. boat finished last. In individual races, Otto Schreier had a second, Svend Svendsen and Don Wilson each had a third place finish.

Despite the disappointing finish by the United States' boats, there was





## FINAL RESULTS

1	D-605	6	¾	6	¾	2	5	SORENSEN
2	D-560	¾	11	20	2	4	¾	K. ANDREASEN
3	S-756	2	4	16	9	8	3	JONSSON
4	S-804	3	13	21	5	9	2	OLSEN
5	D-460	5	5	4	4	15	26	P. ANDREASEN
6	G-239	19	2	5	7	6	33	EICHOLZ
7	D-541	7	7	10	8	16	8	E. ANDREASEN
8	S-1212	10	8	23	17	¾	6	SOHL
9	D-488	33	14	¾	3	17	10	NIELSEN
10	US-72	18	15	8	32	3	4	D. WILSON
11	S-59	22	3	12	10	12	13	LARSSON
12	US-100	9	9	3	22	19	16	SVENDSEN
13	US-19	11	6	7	13	21	21	WILSON
14	US-16	27	19	14	12	5	9	KAISER
15	US-92	14	31	2	21	7	18	SCHREIER
16	G-342	13	16	13	20	14	11	GOOS
17	US-70	17	24	9	6	25	14	KOORS
18	US-76	8	25	11	14	31	17	LANGKAMMERER
19	US-67	16	10	33	16	22	12	ROBINSON
20	US-36	12	23	15	19	11	20	KIESEL HORST
21	US-60	23	12	22	11	31	15	COVERDALE
22	US-74	21	31	31	15	18	7	FUNK
23	S-507	24	18	19	23	13	19	AHLQUIST
24	D-583	31	20	17	24	10	25	THORUP
25	L-236	4	22	21	26	24	28	NAUKKARINEN
26	G-214	15	17	18	28	26	24	KUKE
27	S-91	26	21	22	18	20	23	JARFELT
28	G-330	28	26	31	27	33	22	LIESEGANG
29	G-273	25	31	32	25	23	32	BLENCKNER
30	US-79	20	31	32	29	31	27	MORGAN

# PETALUMA

At first I had misgivings about sailing up the Petaluma River. "But it's ebbing most of the day, will there be enough water?" John, my husband and cruise director, patiently explained that the river had been dredged to eight feet at mean low tide, and low water was 2½ hours later than at the Gate.

I worried about reports of boats running aground, but he assured me that the channel was well marked and we'd keep a careful eye on the chart.

"It's an easy beam reach most of the way," he explained, and I began to have better vibrations about our first cruise to Petaluma.

The wind was southerly at first and we had a pleasant run from Raccoon Straits to The Brothers. We then set a compass course of 350, and as the wind gradually shifted to the west, that heading delivered us directly to the beginning of a long string of channel markers at the entrance to the Petaluma River. We calculated

hour.

Lakeville is a fishing village with tiny camps resembling packing crates on stilts. It also boasts the only fuel dock that we saw on the entire river.

Our passage took place shortly before low water, but we encountered no difficulty with depth. Keeping in mind that a river shoals first on the inside of the curve, it is wise to stay in the middle on the straightaways and to the outside on a curve.

At Cloudy Bend, after passing red nun bouys 2 and 4, there is a sunken wreck marked "snag rep. p.a." on the chart, and you must stay to the left bank. This is the most likely spot to run aground if you try to pass to the right of the wreck.

Two fixed highway bridges have 70' clearance, and the two swing bridges are always open, but you must arrange ahead of time for the draw bridge to be opened, and give them a few blasts



from the chart that the distance from Sausalito to Petaluma was about 30 miles.

I had anticipated motoring most of the way once we left the bay, but this was not the case. There was ample room for a torrid tacking duel with a Columbia 30 all the way to the swing bridge at Black Point. I was at the helm and John manned the winches with one eye on the depth sounder. He would shout "Now!" as the needle gyrated wildly at the brink of the channel. It was as exhilarating as any America's Cup Race!

We continued to sail through the swing bridge but put our engine on to idle briefly in case of any sudden blanketing by the bridge structure.

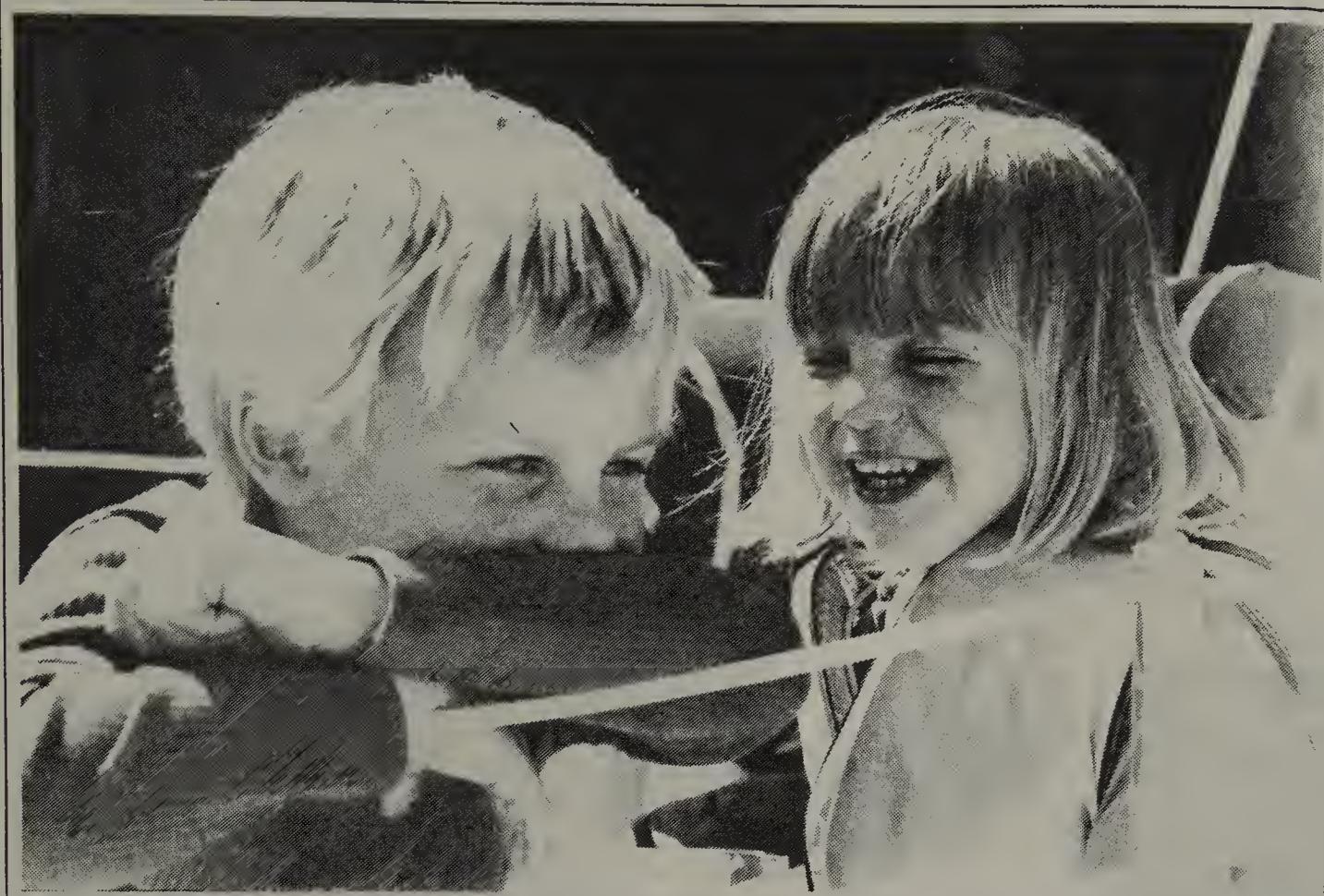
We were able to sail half way up the river with little difficulty before it's winding course put the wind directly on our nose near Lakeville. Even so, we were required to motor for less than an

of a horn to signal your arrival.

Immediately after the draw bridge we passed the turning basin, and a little further on the left is a 100' long concrete dock which can accomodate about four boats, depending on their length. After that, rafting is required, or you can anchor in the basin.

As there were eighteen boats in our group, we rafted five or six boats deep and then hop-scotched to shore. We congratualted ourselves that our navigation had been at least adequate. Not so, however, for two of our companions who neglected their concentration and left the channel, coming to an abrupt halt in the mud. They were sheepishly retrieved by a passing power boat.

Ashore, we found that facilities are as yet rather spartan. There are no restrooms, no shore power, and no fuel dock. But you needn't rough-it too much. Water Street, a waterfront alley running alongside the dock, presents the back door of two



"Boy are you going to get it! At the Hideway Club, holding two 3's? Wait till your Dad finds out you lost the boat!"

businesses which will allow boaters to use their restrooms: The Central Club and The Spa; but care must of course be exercised for minors entering these establishments.

If you are diligent you can find one electrical outlet hiding beside the ramp which accepts a standard 3-prong plug. The second outlet is occupied by a string of colored lights which decorate the dock and give it a well-deserved circus atmosphere. Gasoline can be purchased at a station a few blocks away, or at the fuel dock in Lakeville.

Petaluma Elvd. N., one block over and running parallel to the dock, is an avenue in transition. The ambitious plan is to reconvert this area to turn-of-the-century. The first evidence of this huge project is The Great Petaluma Mill, a recently restored complex adjacent to the dock which houses "33 Unique Shops", a salad bar, and the Steamer Gold Restaurant. It is open Friday nights until 9, Saturday 10-6 and Sunday 11-5.

Within walking distance from the waterfront we found Perry's Delicatessen, a liquor store (where you may buy ice), a drug store, Alpha Beta Market, and a Baskin Robbins Ice Cream, all open on Sunday. Our two preschoolers enjoyed a short hike by way of Foster's Freeze to the nearby park. Within a reasonable walk are also a library, bank, and hospital. You can even play draw poker legally at the Hideaway Bar.

You can dine on Mexican, Chinese, Italian, or French cuisine nearby, or change out of your sailing grubbies for a prime rib at the elaborate Victorian Inn. The historic and picturesque Burns-Farrell House on a knoll overlooking the turning basin is slated for restoration as a French restaurant opening this summer.

Strolling in the waterfront area is an exercise in contrast. There

is a modern brick shopping center and a few deserted warehouses; there are quaint boutiques and raunchy dives; there are vested businessmen and seedy bums.

Businesses in the area are most cordial to yachtsmen, a welcome byproduct of the extensive plan to revitalize the waterfront and encourage tourism.

The return home Sunday required a compromise in scheduling with the operator of the draw bridge, who also drives the Sunday School bus.

Shortly after we cleared the 101 bridge we were able to hoist sail and begin the run down river. We were in great danger of running aground as we gawked at the beautiful hand-crafted wooden trimaran under construction on the bank, complete with laminated beams and T.V. antenna.

Running and reaching down the curvy river required that we set, jibe, or lower the whisker pole a dozen times, but of course none of us would admit lack of spunk and power up. We were relieved when we left the channel for a comfy reach back down toward home.

Cruising to Petaluma had been challenging, rewarding, and fun. And we continue to joke about the encounter with one of the locals, having obviously enjoyed his own private cocktail party, who warned us: "You can pet a dog, and you can pet a cat, but you'd better not pet-a-luma!"

Reservations, bridge opening, and general information may be obtained by calling Bob at McLaughlin's Jewelers, area code 707-762-7665.

Outside of business hours, the bridge is handled through the Petaluma police at 707-762-2727.

— Sue Rowley

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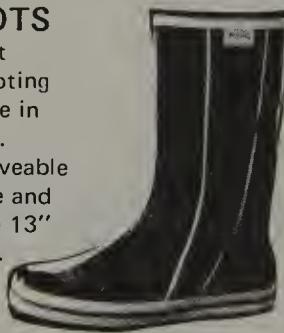
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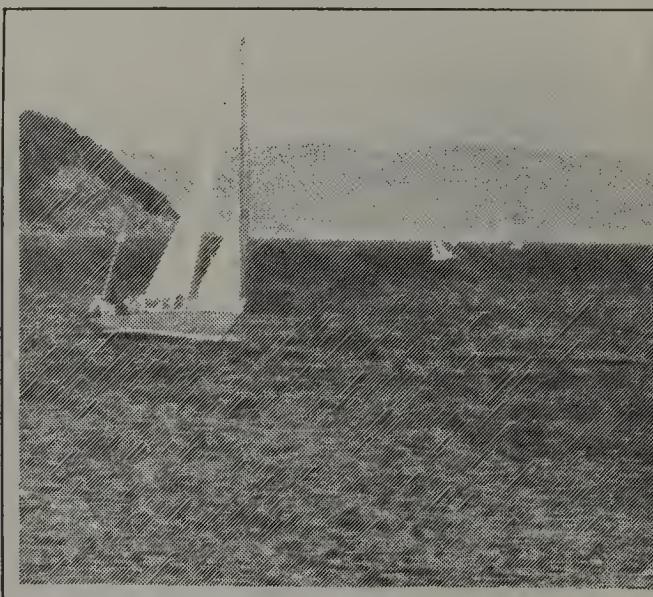
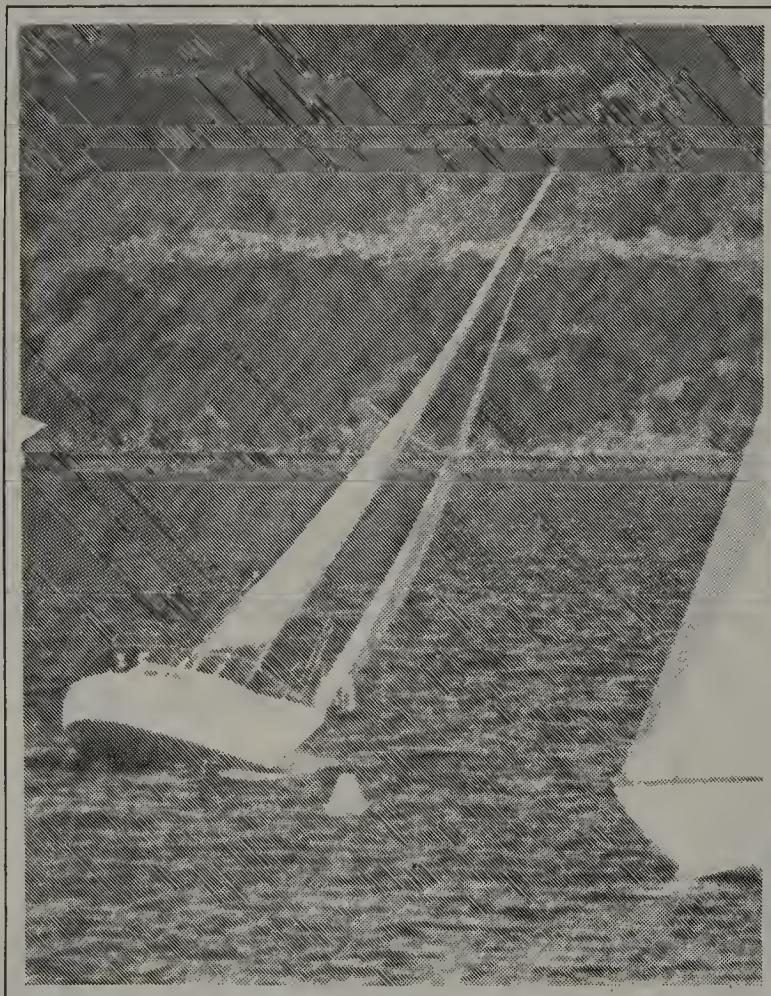
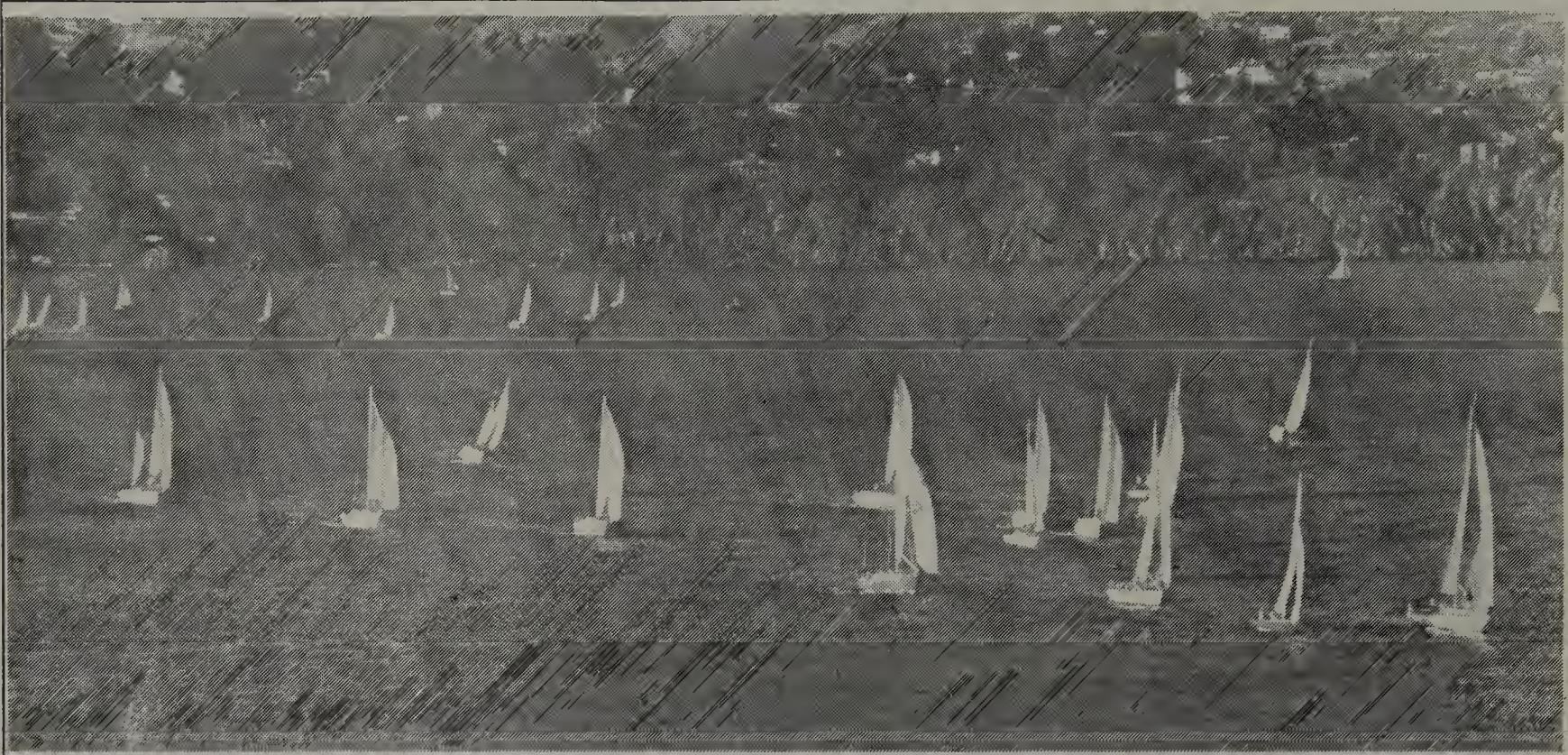
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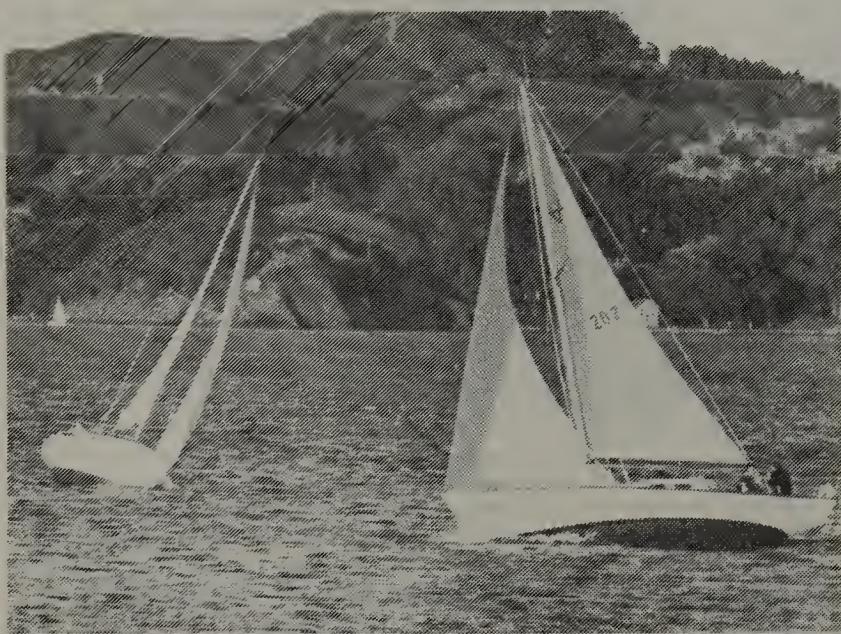


# TUESDAY NIGHT



Latitude 38 welcomes coverage of any and all races, activities and events by any and all yacht clubs, associations, fleets or whatever. We are more than happy to print all race results, and are especially pleased if black & white photos of the event are included.

# TUESDAY NIGHT



May 3rd the Sausalito Yacht Club held its first Tuesday evening race of the 1977 summer series, and a large fleet turned out for the event. It was a typical Sausalito evening race, some light breezes, some strong gusts, and the fleet undecided on which side to set their spinnakers on the way from Yellow Bluff to the Knox bouy.

John Ravizza skippered his **Panama** red Etchells 22 to a first place finish, a position he is not unfamiliar with. John overtook **Super Bee**, an Ericson 37 right at the Yellow Bluff mark, and slipped between the bigger boat and the mark. Throughout the rest of the race **Super Bee** was nipping at **Panama**'s transom but could never quite catch her. Peter Sutter took **Spirit** to a third place finish a short while later.

Then the animals took over. **Pirana**, an Islander 36 had a short but strong lead over the marvelously named **Cal 40**, **Green Buffalo**, as they tried to fetch the final mark. A wind more westerly than normal required an extra tack to make the finish line. It was here that the big **Buffalo** proved more nimble than the smaller **Pirana**, and nipped the fish to be the fourth boat to finish. None of the above results reflects handicapping.





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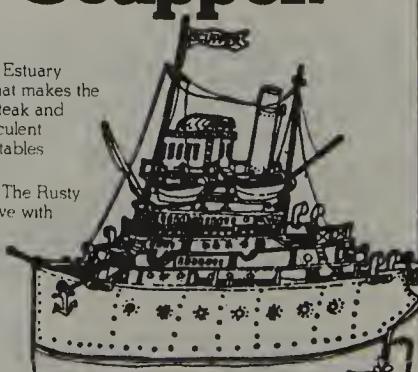
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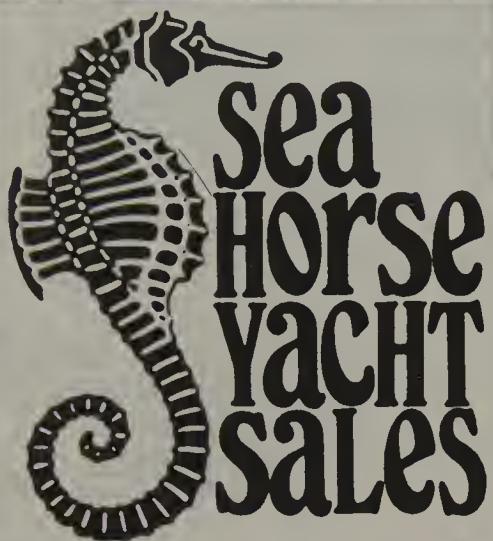
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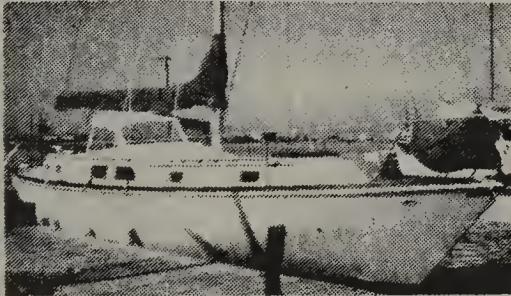


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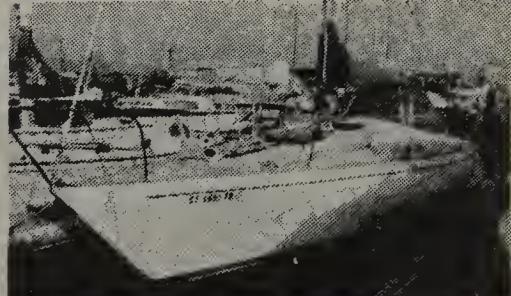
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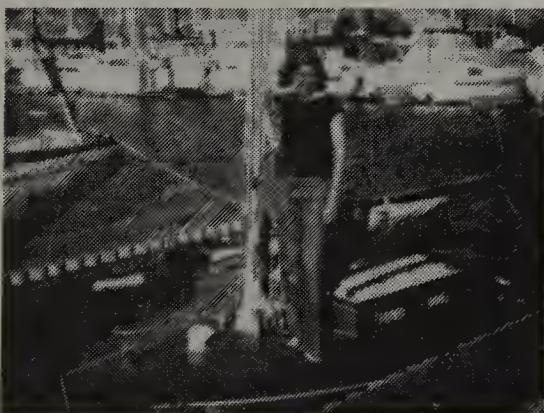
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Dacron	7c	12c	17c	22c	27c		
Blue Nylon			15c		22c	32c	45c
Sampson	15c	20c	25c	32c	42c		

## CONSIGNMENT

Zodiac Mk II Sportboat .....	\$995
8-Man Avon Cannister Life Raft .....	\$1000
New 18 H.P. Saab diesel with variable pitch prop, shaft, double hand start, electric start, alternator. \$4,600 value .....	\$3,700
Used Westerbeke 4-99 Diesel, reverse, alternator, FWC ..	\$1,400
7 H.P. Clinton outboard, run only 4 hours .....	\$150
Eska 5 H.P. outboard with remote tank .....	\$100
New propane stove, 2 burner with oven, Pietzo electric ignition, gimballed, made in Finland .....	\$150
New Forespar jib boom kit with traveller .....	\$175
Pair Merriman Holbrook backstay levers off Farallon Clipper .....	\$300
Edson worm steering gear .....	\$200
3 Burner L.P. stove with oven, tank, and regulator .....	\$150
18' Spinnaker pole, complete, used .....	\$120